

5 JULY 1973 15p

TOUR OF BRITAIN - MONZA F2 - NEW ESCORT RS2000

# AUTOSPORT

*Ricard: Scheckter sets pace but Peterson wins*





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AUTOSPORT, JULY 5, 1973

## EDITORIAL

### Winners and losers

The immediate impression when news became known of the late cancellation of the Zandvoort Formula 5000 Championship scheduled for last Sunday was that the World Championship race there later this month would be placed in jeopardy. As it turns out, the very reverse is the case. The Dutch Grand Prix will go ahead as arranged on July 29, which for the majority of people is good news. But the guarantee, and events which led up to it, have widened the gap between the CSI Safety Committee and the other users of the Dutch track.

When the CSI made their safety inspection of the track on July 24 they were generally pleased with the work that had been carried out. They ordered a few changes, such as repositioning of metal barriers to create greater run-off areas, but they were really worried about the recently laid new track surface. Mindful of the Zolder farce a few weeks ago, and the consequent loss of face among all motor racing followers, the Safety Committee ruled that the Grand Prix could only take place if all meetings between then and the big event were cancelled. That killed off the F5000 race, a motorcycle event and a club meeting, all of which it was feared would break up the track surface.

If the Formula 1 entrants have gained, many other people have lost out. First, it has deprived the Rothmans Championship competitors of another opportunity to race in Europe, and the championship is, after all, a European one. More important, it has deprived them of gaining any financial returns on their commitments although it is hoped replacement races for this and the scrubbed Misano event will take place later this year. The late Zandvoort cancellation was also deplored by the people who look after the interests of Guy Edwards and Chris Craft. These two were committed to the F5000 championship event, and had to forgo the lucrative temptations that were being offered for the Vila Real 2-litre sports car race.

In the overall spectrum of motor sport, perhaps not important examples. But they do add fuel to the considerable discontent that already exists between "them" and "us." "Them" are the CSI and the all-powerful safety lobby of the GPDA and "us" are represented by everyone else, from the Formula 1200 driver who resents the erection of metal safety barriers on club circuits such as Lydden to the professional 2-litre and F5000 driver who has been pushed around by the F1 people's politicking.

If a lesson is to be learned from this unhappy affair, it is that a minimum cancellation time—probably of one month—is required by both competitors and the paying public. There will of course be certain unpredictable occasions when a meeting has to be called off at the last moment, but instances such as Zandvoort are becoming far too prevalent.

### our cover picture

French GP sensation Jody Scheckter (McLaren M23) leads race winner Ronnie Peterson in the JPS, the Tyrrell of Jackie Stewart and the rest at Paul Ricard last Sunday. See page 16 for the start of our full story.

Photo: Philips Photographic



## Amon and Tecno discord

Driver Chris Amon and manager David Yorke and designer Gordon Powell all arrived bright and early for Friday practice at Ricard, looking for their Tecno to drive. But in vain, in fact, they learned, it had never left Bologna.

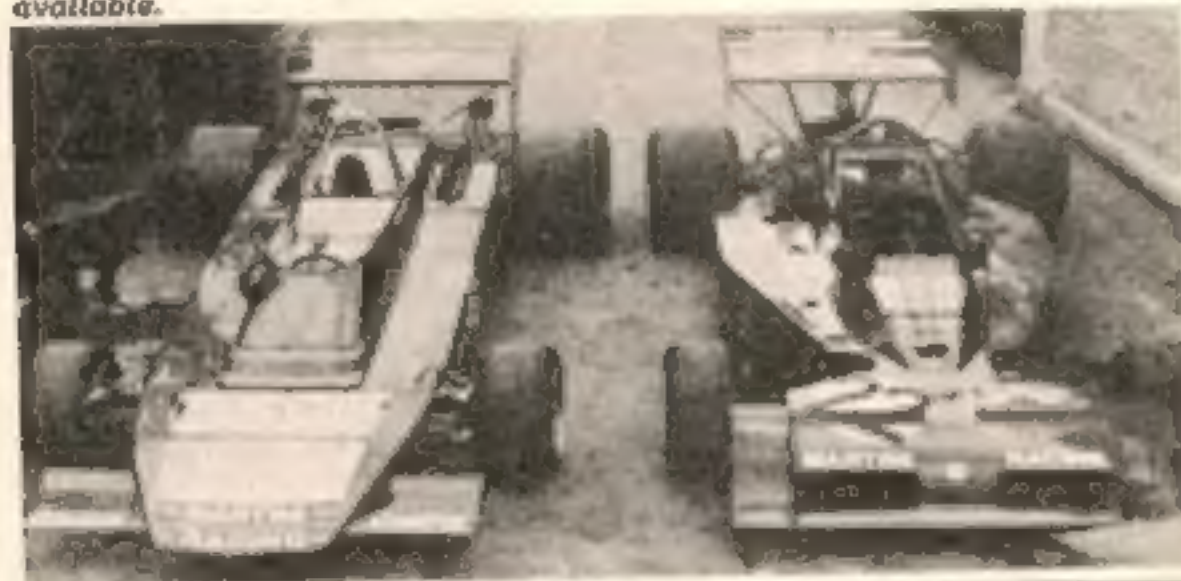
This would seem to be the last log in the fire under a bubbling pot of dissension in the Pederzani works. Apparently it involves money, Tecno wanting more of it from major sponsor Martini Rossi before they will allow the new Anglo-Italian

Goral to race—or even to test. Amon travelled to Bologna a full week before practice for the French, and found the car completely ready to go testing, but nothing happened. It seems the whole day was spent in a shouting match. Clearly, behind the financial wrangle, there are darker political and personality troubles.

Obviously, says Chris, the thing to do is take over the chassis, screw in a Ford, and go do some motor racing. The Goral does in fact belong to Martini, to whom Amon himself is contracted, but it is presently locked up inside the works.

"If my contract were with Pederzani," fumed Chris at Ricard, "the way he's behaving, I'd be in another team like a shot. But it's a little too late in the day to fix something up for this weekend." So he turned around and flew Yorke, Powell and himself home.

The latest Goral-built Tecno seen for the first time, alongside the Tecno that's already appeared this season. This is the only photograph available.



## Ickx considers move

Despite rumours that he would switch to another team, Jacky Ickx says he will finish out the season with Ferrari. "I will be trying my hardest for them," he said last weekend at Paul Ricard, "but now for the first time in four years I shall be interested to consider offers from other teams about next year."

The strained relations between the Belgian and the Italian factory revolve mainly around the very disappointing performance of the new B3 Grand Prix car. Ferrari say it is because Ickx doesn't make himself available for testing often enough, but he replies, "I have this year tested with them for a total of 59 days, which is already four more than last year. They thought it was enough last year."

I cannot live at their factory, and wake up every morning at seven o'clock to test a racing car." What, then, does he see is the problem about the development of the car?

"In the factory they have too many different people all wanting to make decisions about what to do. You cannot decide things like this in that way."

"They are saying that it is not the car that is slow, but me that is slow. Well, I don't think so. I know how I am driving and I know I am still driving well."

"For four years I have been loyal to them, but now I feel that they murder me. Yes, murder. It is exactly like they have pushed a knife into the centre of my shoulders."

## American F5000 date changes

There is every chance that the Mosport meeting on August 5 will be a double header for USAC and F5000 cars. The L & M Championship was due to have an event at Dallas International Raceway that day, but since the promoters backed down, the teams will probably do the \$60,000 Mosport event, for which F5000 cars will be eligible.

Two 100-mile races will be held, and there is even the possibility of Roger Penske stuffing a 6-litre AMC motor in the Lola T330 for Mark Donohue—to give the USAC crowd a look at some tailpipes."

## Surtees to make comeback at Silverstone?

Only just over a week to go, and the line-up for the John Player Grand Prix at Silverstone is falling into place. All the regular and new faces will be there, but one or two unsettled places remain.

John Surtees, for instance, has three cars entered. There are the two Brooke-Bond/Rob Walker TS14s for Carlos Pace and Mike Hailwood, but being run separately is the original TS14 which was crashed by Hailwood at the Race of Champions earlier this year.

But who will drive it? "Maybe, just maybe, I will," reported Surtees this week. "But only if I find I have time. There's a lot of work involved in just running the team." Surtees said the car has been totally rebuilt and will be painted white. But he declined to say who would drive if he wouldn't. "We'll have to wait and see."

One interesting trial in the Surtees camp will be the use of 1972 Firestone tyres... "because we haven't achieved the times we did last year," commented John.

There is still no firm news about Frank Williams' second driver. "I've got a short list—of one," declared Frank this week. Williams wouldn't say who that was but is no doubt fully aware of the problems that are facing Chris Amon in the Martini Tecno team. If the Tecno situation doesn't improve, it would be no surprise to find Amon in the Iso Marlboro.

● Alfa Romeo (GB) have announced prices and availability of their two latest models, the Alfesud at £1,399 and the Alfetta at £2,449.

● Volkswagen are introducing a 100 mph version of their K70. Called the K70 LS, the new car has an 1807 cc engine developing 100 bhp (DIN). Price of the new model is £1789.57.

Ronnie Peterson takes the chequered flag at Paul Ricard to score his first Grand Prix success.





## New Zealand news

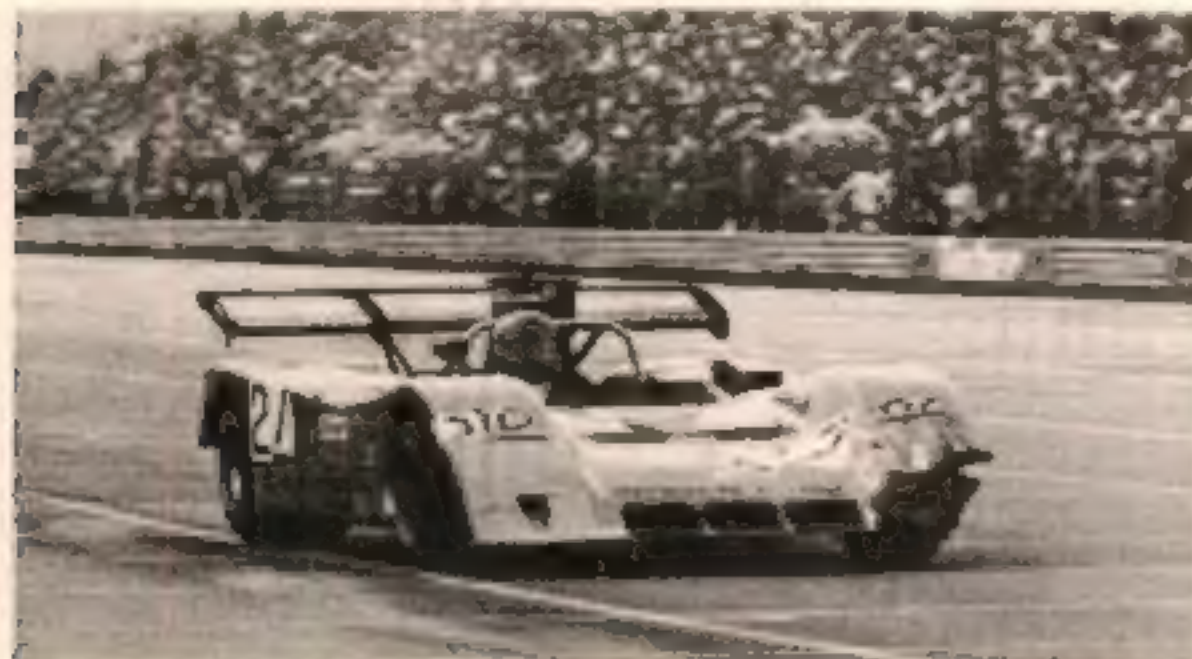
For the first time in its history the New Zealand Grand Prix will be held on a Sunday and also outside the Auckland area. As announced earlier, the Motor Racing Club of Christchurch will run the 1974 NZGP in deference to the fact that Christchurch will host the Commonwealth Games. The race will be held on the Wigram aerodrome circuit on January 20. Because the venue is a Royal New Zealand Air Force base it will be impossible to hold more than a day's practice. This will take place on the Saturday, but will start early in the morning and conclude in the early evening.

Wigram is the fastest circuit used in the Tasman Cup series and local and overseas drivers made it quite plain at the Lady Wigram Trophy race meeting this year that they considered the Christchurch circuit should be used for the NZGP. However, they will probably be not quite so pleased to learn that the opening round of the 1974 Tasman series will be run at Levin on January 5 and the Pukekohe meeting, once again under Air New Zealand patronage, will constitute the second round on January 12. This will mean additional travel with back-trekking to do the South Island rounds, the last of which will be the Taretongs International at Invercargill on Sunday, January 27.

## Latest on Avon Tour

Late drama in this weekend's Avon Motor Tour of Britain surrounds the Ford Consul 3-litre GT entries of Vern Schuppan and Harold Morley. Group 1 homologation for this model was expected on July 1, but apparently it was not approved by the CSI until further investigations have taken place. Either Schuppan and Morley will drive different cars or one cannot see how they will be allowed to start.

David Hepworth went well with his BRM at Norisring recently although a good placing was lost when he was sent into the Armco after colliding with Jost.



## Scheckter's US plan unchanged

With four American Formula 5000 Championship wins behind him and last Sunday's equally sensational performance in the French Grand Prix, 23-year-old Jody Scheckter has his second CanAm drive in Vasek Polak's Porsche 917-10 turbocharged at Road Atlanta this weekend. Scheckter was leading his first CanAm race at Mosport when a tyre burst and put him out of the race.

The weekend after, Scheckter returns for his last European Grand Prix this season, at Silverstone when Yardley McLaren will be running three M23s. Scheckter's other Formula 1 drives this season will come in the Canadian and American Grands Prix. Naturally, one would expect Scheckter to become a regular Formula 1 team-member with McLaren next year, but for this season no changes to his American calendar will be made for more than the three planned F1 races.

At Paul Ricard, Jody won the Prix Rouge et Blanc award for his outstanding performance; this is the second time he has been awarded this, for he earned it in the other Grand Prix he competed in this season, the South African GP. Incidentally Scheckter was at the last Ricard French GP two years ago. Then



Jody Scheckter makes his second appearance in the Vasek Polak Porsche turbocharged this weekend at Road Atlanta.

he was driving his old Formula Ford Merlyn Mk 11A/17 in which he took third place in the European FF Challenge round.

Following the John Player GP,

Scheckter will be based in America and Canada for the next three months, competing in L & M Formula 5000, CanAm and the North American Grands Prix.

## Elf film

The Elf people threw a party at Bando during the weekend of the French GP, a highlight of which was a continuous film show of the performances of the two Elf GP drivers in recent races. An overhead shot of the start at Monaco drew the most attention, for it clearly showed Francois Cevert's demon start from the second row. When viewers pointed out to Ken Tyrrell the fact that his second driver's passing the front row at a good hundred mph proved beyond question that he'd flagrantly jumped the start, Ken chortled, "Yes, he's a good lad! And what's more, he'll be able to do it here as well—they'll never penalise him!"

## New from Shadow

The second UOP CanAm chassis was to have arrived at the Shadow base in America this week. This car has been built from the start to accept the turbocharged Chevy engine, unlike the first version which raced at Mosport with a normally-aspirated unit. The turbo chassis will require another fortnight to complete, so its debut should be at CanAm round 3 at Watkins Glen on July 22.

● Two works-supported Clan Crusaders have been entered for the Nürburgring 500 km on September 2. The 998 cc cars will be driven by Johnnie Blades and Mike Gidden.

## Daniel Rouveyran

Daniel Rouveyran, the former French hill climb champion and garage proprietor, was killed on the Mont-Dore hillclimb last Sunday when his F1 March left the road and hit some rocks.

Rouveyran, 33, began his racing career on the hills in 1964, but it wasn't until 1967 that he began to gain prominence in an Abarth-engined Lotus 23, and later an ex-Trinlignant Cooper 1500 with a Pontiac GTO V8 engine. In these devices, he won 15 hillclimbs and decided to attack the French hillclimb championship with an Abarth 2000, although despite numerous wins, he finished second to Pierre Maublanc.

However, 1969 was more successful, campaigning an F2 Tecno and winning eighteen

climbs and the championship being beaten only by Jean-Pierre Beltoise at Mont-Dore and Chamrousse.

His first year of circuit racing was 1970 in a Porsche 907, and later in a 2.0 Lola 210 he campaigned the 2-litre championship with the occasional success. A notable performance last year was second in the Tour de France in a Ferrari Daytona with Francois Migault, while this year, he drove at Le Mans with Christian Ethuin in a 3.0 Lola 280 but they retired before the five hour mark. However, this year, Rouveyran's main target was the hills again in the March, and it was during the Mont-Dore climb that he was killed.

AUTOSPORT offers its condolences to his family and friends.



## Arnott pulls ahead in FF Championship

The third round of the European Formula Ford championship took place at Mainz-Finthen last weekend, an airfield circuit 20 miles South of Frankfurt and vacated by the resident US Army twice a year for racing.

Hospitality from the Americans was second to none and beer flowed freely for mechanics throughout the hot weekend. The circuit consists of a main straight, two difficult S-bends followed by a hairpin of adverse camber. Drivers were given just 25 minutes of practice which they did not consider sufficient, but on pole position was our very own Bob Arnott (Merlyn) with Gerhard Irsa (Lotus 89) of Austria alongside followed by Lennart Sundahl (Merlyn) of Sweden and Ron Seddle (MRE) of the USA.

From the rolling start, Irsa seized the lead, hotly pursued by Arnott, and on lap 2, heading into the hairpin, Arnott went through and steadily began to pull away. Lap nine, however, saw Arnott at the hairpin with a temporary loss of gears and Irsa closed the gap and went by. Meanwhile, behind, some frantic racing ensued and some found

to their cost that the runway landing lights made excellent launching pads for Formula Fords. Pato Nunez, for the second time found that some Continentals brake too early and again damaged his newly rebuilt Elden, whilst Seddle spun away 8th place.

On lap 20, Irsa was back under pressure from Arnott and fell victim to one of the landing lights which brought about his retirement. Arnott thus eased up to finish the 30 laps 10 s ahead of second place Borgudd of Sweden. Sundahl lost second on lap 28 when the crank came up for air, while Peter Finley of Australia in a Palliser finished sixth after a desperate scrap for fourth, which resulted in him losing his nose cone and almost his radiator.

The marshalling was almost non-existent, but some beautiful trophies were presented which more than compensated for any organisational flaws. The points position is now as follows: Arnott, 44; Finley, 30; Johansson (Sweden, Titan), 25; Irsa, 22; Binder (Austria, Merlyn), 21; Gilhorn (Sweden, Merlyn), 20.

## JPS team at Forum

John Player Special driver Ronnie Peterson and team manager Peter Warr—plus, it is hoped, World Champion Emerson Fittipaldi—will be the stars of a special BRSCC forum at the Surrey Tavern, Kennington Oval, London SE11 next Tuesday evening (July 10).

The evening kicks off at 8pm with that first-class film of last year's John Player Grand Prix—just the thing to get in the

mood four days before this year's event—and the whole thing's absolutely free, whether you're a BRSCC member or not. Also on the forum panel will be Pierre Aumonier of Silverstone Circuits, presumably ready to be drawn into the background story of the struggle behind this year's Grand Prix organisation (Peter Warr too?), and the session will be thrown open to questions from the floor.

● Giorgio Pianta has left Opel Conrero to join the official works Fiat Abarth team in a technical and organisational capacity.

From America, Paula Murphy—"the fastest woman drag racer in the world"—will be competing in three drag events while in the UK. She has twice been the holder of Land Speed Record for Women, amongst many other feats.



## Datsun plans in British G2

Nissan-Datsun enter into British saloon car racing at the Automotive Products G2 race at the John Player Grand Prix Silverstone meeting on July 14. They are running a works 120A Cherry Coupe and a 1200 Sunny two-door saloon, with 1298 cc four-cylinder fuel-injected engines producing 130 bhp at 8000 rpm.

The Sunny will be driven by Moto Kitano or Masahiro Hasemi and Alec Poole will drive the 120A Cherry, Kitano being one of Japan's top drivers while Hasemi has raced in CanAm. The team will compete in meetings at Mallory, Brands and Ingliston over the period they are in Britain, looked after by their own personnel from Japan. Apart from the above-mentioned cars, the programme also includes a G1 Sunny and another 120A Cherry Coupe in G2 form.

Incidentally former Motoring News journalist, Mike Greasley has joined Datsun UK as competitions manager at their Worthing base.

## JCB Historic speculation

Although there is no official confirmation or denial it would seem likely that JCB will pull out of sponsoring the Speed Merchants Championship for historic cars next year. As a promotional exercise, JCB must be well pleased with the results they have had in the last 2½ years, and there are still four more international dates to go this year, including the Grand Prix, the Rothman's Gold Cup and the TT.

Speculation as to possible successors has hinted at a well-known wine and spirit group (the age and quality elements in the historic scene carry the right image for their business), and a Japanese car manufacturer looking for a new way to associate his company with reliability and superb durability. Speed Merchants, the organisers of the championship, would not comment last week when challenged. One thing's certain, there should be no lack of sponsors for what must be one of the best sponsorship deals in motor racing today.

● After the accident at Croft last weekend, in which the rear end of his March 732 was written off, Singapore's Sonny Rajah will probably retire from racing in Europe. A sponsor is required in order to continue.

● Michigan—now under Roger Penske's ownership—and Edmonton have swapped CanAm dates. Edmonton will now hold its two-day event on September 15-16, and Michigan takes over its original September 29-30 date—exactly between the Canadian and US Grands Prix.

## BRIEFLY . . .

● Silverstone have erected a new pedestrian bridge between the old Motor bridge and Copse, which affords easier access and greater run-off areas at the track side. Also new will be a starting gantry on the outside of Woodcote so that the starter can see the grid lined up around the corner.

The starting procedure for the F1 race will be different. Cars will form up on the grid and do a pace lap of the whole circuit. They will then stop on the grid once more, ready for the off.

● The Mantorp Park Formula 2 race on July 29 is still on, despite rumours to the contrary. As it is a basic event, it should attract most of the leading contenders.

● Main interest in this Sunday's Nürburgring 6 Hours—a round in the European Touring Car Championship—will be provided by the works German-entered Capri shared between Jackie Stewart and Emerson Fittipaldi. The continued BMW versus Ford struggle is likely to reach very exciting proportions at Nürburgring with both German teams playing on their home ground. Added interest comes in the 2-litre class, in which Toyota will be represented by a works two-car team of Celicas.

● Doug Linton, who for the past eight years has been company secretary/sales manager of Chevron Cars, has joined Rodney Bloor's Sports Motors (Manchester) Ltd group of companies as sales manager. In addition to Sports Motors' Alfa Romeo and Lotus franchises, and extensive sports and exotic car market, Doug will be extending their interest in the racing car field by establishing a racing car sales and spares division.

● IGD Ltd of Northumberland have brought out a new visor, which Tony Dean praised after wearing it at Croft last Sunday. The new visor is electrically heated for use in the rain, but Dean was wearing it in sunlight at Croft and found the tinted visor which is plated with gold, extremely effective. The company developed a shot-proof visor during the last year and this is a further development in their attempts to produce the best possible visor.

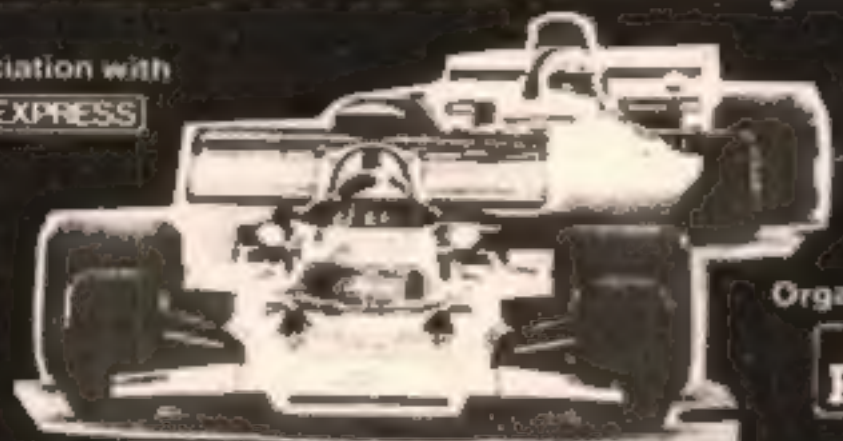
● David Piper makes a comeback to racing this Saturday in Silverstone's Aston Martin Historic car race, the 15 lap main attraction of the meeting. Piper will drive John Pearson's Ferrari 250 GTO and in the same race Mike Salmon will be driving Viscount Downe's Aston Martin Project 212. Other interesting entries in this race are Philip Dowell's Ferrari 250 LM, Malcolm MacGregor's Aston Martin DBR1, Paul Kelly's Jaguar XKSS, Brian Joscelyne's Ferrari Dino and four Lister-Jaguars.



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The promoters reserve the right, without notice, to make alterations to the race programme.

## Motor Racing at Thruxton

### Blue Circle Trophy Meeting

Sunday 8th July 1973. Organised by the British Automobile Racing Club—Surrey Centre.

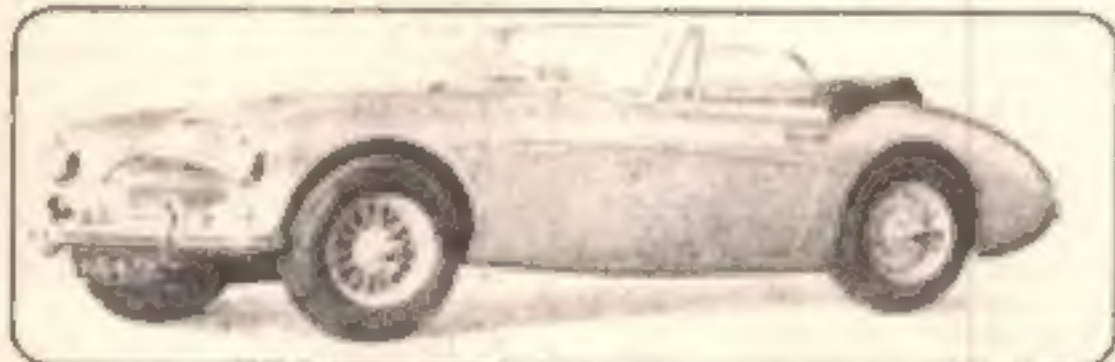
First Race—2.00 p.m. (Practice morning from 9.00 a.m.)  
Races for Modified Sports Cars, Formula Ford, Saloons and Formula Super Vee.

Thruxton Circuit is located about 4 miles west of Andover, Hampshire, on the A303. Easily accessible by road from London, the West Country, the South Coast and surrounding counties.

The organisers reserve the right without notice to make any alterations to the programme.



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**St JOHN HORSFALL TROPHY MEETING and**  
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**A FABULOUS DAY OUT FOR THE WHOLE FAMILY. NON-STOP ACTION UNTIL 9.30 pm.**



# All your weekend sport

Biggest meeting this weekend is the Avon Motor Tour of Britain which visits race meetings at Oulton, Silverstone and Brands. A full preview for the 1000-mile Tour appears on pages 34 and 35.

## OULTON PARK

After the four Tour races, there are five more events in the BRSCC (NW)-organised meeting, highlighted by a BP Formula Atlantic Championship round which has attracted entries from Cyd Williams, John Nicholson, Colin Vandervell, Ken Bailey, David Purley, Tom Pryce, Geoff Friswell, Tom Walkinshaw, Jas Patterson, Jim Murdoch, Bev Bond and Brian Robinson.

An interesting event will be a special Vauxhall race in which production and special saloon Vauxhalls will be competing in a handicap race with the production versions starting about 1½ min before the racing versions. Vauxhall celebrities taking part in the race include Gerry Marshall, Des Donnelly, Jim Thomson, Jas Patterson, Bill Dryden, Tim Stock and Derrick Brunt. Bill Dryden will also be running his Firenze in the special saloon race against Roy Yates' Zodiac-Chev, the Minis of Geoff Wood and John Chappel and John Myerscough's Escort.

Two races for Formula Fords

complete the programme, the fastest 30 from practice going into the BOC Final and the left-overs having their own race. Main contenders include Donald Macleod, Derek Lawrence, Bob Arnott, Peter Harrington, Stephen South, John Crowe, Tiff Needell, Syd Fox, Richard Hawkins and Ed Wilcox.

Guests from the Ellesmere Port factory of Vauxhall Motors will be among the spectators at this superb meeting which combines the Tour races starting at 11 am and afternoon races.

## MALLORY PARK

Make sure you get to Mallory by 2.15 pm this Sunday, because the first race is the big one, a 50-lap qualifying round in the Rothmans Formula 5000 Championship. There is a very large entry including Lotus for Gys van Lennep, Tom Belso, Guy Edwards, Trevor Twaites, Clive Santos; Trojans for Brett Langer, Willie Green, Keith Holland and Bob Evans; Chevrons for Tony Dean, Steve Thompson, Teddy Pilette and Chris Craft; Graham McRae's McRae, David Oxton's Slegg, Clive Baker's McLaren and Robin Darlington is due to make a comeback in an F5000 March.

Doug Niven's Ford Boos Escort is due to appear in the MCD special saloon race with Bill

Dryden's Firenze, Tony Sugden and Dave Millington in Escorts, Geoff Wood's Mini and Alex Clacher's Imp, while Frank Sytner heads the clubmen's entry. Two heats and a final for Formula Fords complete the programme with entries including Ed Wilcox, Keith Garratt and Murray Sandman.

## SNETTERTON

A 15-lap round in the Lombard North Central Formula 3 Championship is the highlight of Snetterton's eight-race programme on Sunday, organised by TEAC. Contestants include Tony Brise, Russell Wood, Alan Jones, Masami Kuwashima, Ian Taylor, Leonel Friedrich, Richard Roberts, Mo Harness, Mike Wilds, Barrie Maskell and Andy Sutcliffe. STP Formula Ford contestants feature Donald Macleod, Derek Lawrence, Patrick Neve, Roger Bruce-White and Mike Young, while more single-seater entertainment is provided with a round in the European Formula Vee Championship with an invasion of Continental drivers taking on the British contingent.

Two saloon car races are in the programme, one being an Esso Uniflo round with Mick Hill's latest 6-litre Capri expected to dominate the event. Opposition comes from Tony Hazelwood's Daf, Tony Straw-son's Falcon, Nick Whiting's Escort, while two more big cars (Ali Hussein's Camaro and Rosen Nash's Mustang) are added interest in the non-championship race. Other races are for sports cars and Mini 7s, with the first event starting at 2 pm.

At Thruxton, the BARC Surrey centre are staging their Blue Circle Trophy meeting on Sunday, in which a superb entry of modified sports cars battle out the major race of the day. The meeting starts at 2 pm.

At Silverstone on Saturday, there's historical interest provided with the St John Horsfall Trophy meeting with races for all kinds of vintage and historic machinery before the Tour of Britain races. The meeting starts at 2 pm.

After the Tour races, Sunday's Brands meeting includes two heats and a final for Townsend Thoresen Formula Ford contenders, a Kent Messenger special saloon race and a ShellSport Mexico event. These races start at 3 pm.

Longbridge's second race meeting takes place this Sunday, and at this Skipper race meeting there are races for sports, mod sports, saloons, FF, libre and 750 Formula.

At Shelsley Walsh this Saturday, the Midland AC and Vintage SCC join forces for their annual hillclimb meeting which will be supported by Cordon Rouge champagne. In addition to the vintage campaigners, modern machinery is provided by Mike MacDowel's Brabham, Tony Griffiths' Brabham and David Good's Lyncar.

## INTERNATIONAL DIARY

July 4/7 Rally, Czechoslovakia (European Rally championship for Drivers, round 18).

July 8 Nürburgring, Germany (European Championship for Touring cars, round 4); Estoril, Portugal (European Championship for Grand Touring cars, round 5); Road Atlanta, USA (CanAm Challenge Cup, round 23); Cesena-Settimo, Italy (European Saloon championship, round 6); Mallory Park, England (Rothmans 1973 F5000 European championship, round 9); Leinster Trophy, Mondello Park, Ireland; Milano, Italy (G5).

July 13/15 Rally, Poland (European Rally Championship for Drivers, round 17).

July 14 John Player (British) Grand Prix, Silverstone, England (World Championship for Drivers Formula 1, round 9); John Player Formula 1 Championship, round 9; Road America, USA (TransAm).

July 15 Hockenheim, Germany (Interserie, round 5).

July 21 Watkins Glen 6 hr, USA (World Championship for Makes, round 10); Spa-Francorchamps 24 hrs, Belgium (European Championship for Touring cars, round 5).

July 22 Watkins Glen, USA (CanAm Challenge Cup, round 5); Mondello Park, Ire (Rothmans F5000 Championship, round 9); Yankee 100, Indianapolis, USA (MASCAR); Sanza Menica, Italy (F2).

July 23/25 Danube Rally, Rumania (European Rally Championship for Drivers, round 16).

Unfortunate finish of the 750 race for Paul Griffin's self built Griffin at Snetterton, on Sunday. Griffin escaped with an arm injury.



## CATCHPOLE

By Barry Foley

PRODSPORTS, AT LEAST THEY LOOK LIKE REAL CARS, REAL SPORTS...



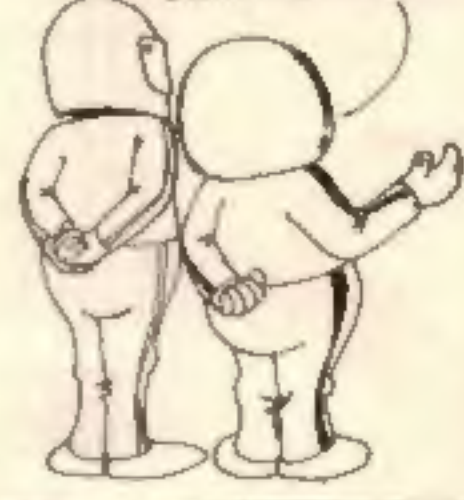
... CARS, ROAD CARS THAT WE CAN IDENTIFY WITH, NONE OF YOUR HYBRID SINGLE SEATER SPECIALS, BUT...



... GOOD HONEST EVERY DAY ROAD CARS, THE SORT OF CAR THE MAN IN THE STREET DRIVES, ORDINARY.



... BREAD AND BUTTER PANTERAS DICING WITH BOG STANDARD SHOPPING CARRERAS





# MCD want to keep you in the dark about the Avon Motor Tour of Britain



Over the coming weekend, from Friday morning until Sunday evening, a star-studded field of Grand Prix drivers like Graham Hill, Rally Aces such as Roger Clark, Journalists and other motoring personalities headed by Prince Michael will be doing battle in a unique event which is likely to be one of the most spectacular ever staged in this country.

With special stages to suit the rally men and no less than five race meetings for the racing drivers, the balance would seem to be about right, but without a doubt, an outstanding feature of the event—and probably a decisive one—is Snetterton in the early hours of Sunday July 8th—THE FIRST TIME THAT NIGHT RACING HAS BEEN HELD ON A BRITISH CIRCUIT SINCE 1965.

## Where, then, can you see the action?

Watch the Avon Motor Tour of Britain at these MCD circuits and get the bonus of an exciting race meeting afterwards...

### Oulton Park



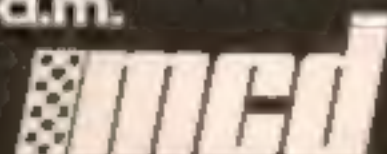
Starting at 10.30 a.m., the Tour competitors will compete in four 20-minute races—one race for each class. Cars will compete three practice laps, led by a pace car, with the final lap ending as the rolling start for the actual race.

#### 3.20 p.m. BRSCC CHAMPIONSHIP CAR RACES

A BRSCC Championship car race meeting featuring a thrilling BP Formula Atlantic race, a BOC Formula Ford event, a special Saloon Car race and a very special race for Vauxhall cars only in Group 1, Group 2 and Special Saloon categories. Must be different!

Admission for both the Tour of Britain Races and the BRSCC Race Meeting Adults 90p; Children 30p; Paddock and parking free.

**Saturday 7th July**  
**10.30 a.m.**



At all MCD race meetings the promoters reserve the right, without notice to make any alteration to the race programme.

### Snetterton

Circuit racing at night in Britain for the first time in 8 years.

Starting at 12.30 midnight on Sunday morning, the night racing will go through until 4.15 a.m. with the competitors competing in four 30-minute races to really sort out the men from the boys (and girls)! This 'mini-Le Mans' will be the highlight of the whole tour with the refreshments tents open throughout the night.

Admission for the night racing Adults 50p; Children 30p; Paddock & Parking Free.

And for those who can't get enough...there will be a Championship car race meeting on Sunday afternoon, commencing at...

#### 2.00 p.m. Formula 3 Championship Car Race Meeting Organised by TEAC.

Main race of the day will be another exciting round of the Lombard North Central Formula 3 Championship with rounds in the STP Formula Ford Championship, the European Formula Vee Championship, the Esso Uniflow Special Saloon Car Championship and races for Clubmans, Modified Sports Cars, Mini 7 and Special Saloons.

Admission for the Championship Car Race meeting Adults 70p; Children 30p; Paddock 40p; Parking Free.

**Sunday morning July 8th**  
**from 12.30 midnight**

### Brands Hatch



After racing through the night at Snetterton, the Tour Competitors drive direct to Brands for a 5 race programme starting at 11.30 a.m.

This is the prelude to that final testing run—in to the end of the Tour later in the day, and it provides your last opportunity to see the competitors on-circuit.

Followed immediately at

#### 3.00 p.m. CAR RACES organised by the Rochester MC

Including a Townsend Thoresen Formula Ford Championship round, a Kent Messenger Special Saloon Championship race, a Shell Sport Celebrity race and events for International Karts.

Admission for both the Tour of Britain and Car Race meeting.

Adults 70p; Children 30p; Stands and Paddock 40p; Parking Free.

**Sunday 8th July**  
**11.30 a.m.**



# AJ bounces back to win

By GORDON KIRBY Pictures by CHARLES LORING

Everybody's happy for AJ. After a few exceedingly slim seasons, and an Indianapolis in which he had to struggle with an endless series of problems before even qualifying, old AJ, the Texas Coyote, won the first full 500 miller of the USAC season last weekend. It was not a race which Foyt looked like winning until the very end, but he had been among the leaders from the start and when Roger McCluskey ran out of fuel on his very last lap, Foyt flitted through for an ecstatic victory.

What promised to be a good race was spoiled by numerous yellow flags, one red flag and the failure of virtually all the frontrunners so that a bare half dozen cars were circulating by the end. Both McLarens ran into engine troubles—although Rutherford soldiered on for fifth place—Al Unser and Mario Andretti went very quickly from their front row positions but Unser crashed and Andretti ran into gearbox problems, both in the early stages of the race. Bobby Unser dominated much of the race with his forceful mastery of the USAC style of racing only to have clutch failure stop him. Gordon Johncock fought Unser with a new confidence until a tyre burst and flung his Eagle into the wall, while Mark Donohue worked up to the front from the depths of the backfield, only to have a broken piston put an end to his impeccable pursuit.

Rutherford's McLaren leads McElreath, Posey, Krisloff, Donohue and Hiss.



This was the first USAC race run under the new fuel and wing limitations but the effects of these changes seemed particularly obscure. The fuel tank restrictions (75 gallons cut to 40 which must live in a double-skinned tank on the left side of the car) meant that everybody had to make a lot more stops which served only to make things even more confusing than usual, while those 40 gallons of alcohol stuck out on the left side of the chassis certainly made the cars unstable as the drivers came off the brakes and tried to feed everything in towards their desired apexes. The nine square inch reduction in wing size (achieved in all cases by narrowing the rear wings by something less than an inch) seemed to be almost pointless as the field averaged some six mph faster in qualifying than last year.

The Pocono circuit is a considerably different layout than Indianapolis. It's a tri-oval, which means that it consists of three corners, all of which turn through an appreciably different number of degrees and are banked at equally different angles. The first and third corners require a healthy stab on the brakes while a recently resurfaced patch through the second turn had settled into a nasty and noticeable bump. All of these little intricacies presented a number of set-up problems and tended to emphasize the differences between USAC's best and their grid fillers in both technique and ability. Incidentally, the track is laid out in the pleasantly rolling Pocono Hills of Pennsylvania which makes the atmosphere a whole lot more civilized than that Other Place.

Like the Other Place, the Pocono 500 had many days scheduled for practice and qualifying. The previous weekend was the Pole Position Pursuit time while some extra grid-filling time took place subsequent to this with the benefit of an international permit which allowed Mark Donohue (SCCA-licensed) into the field.

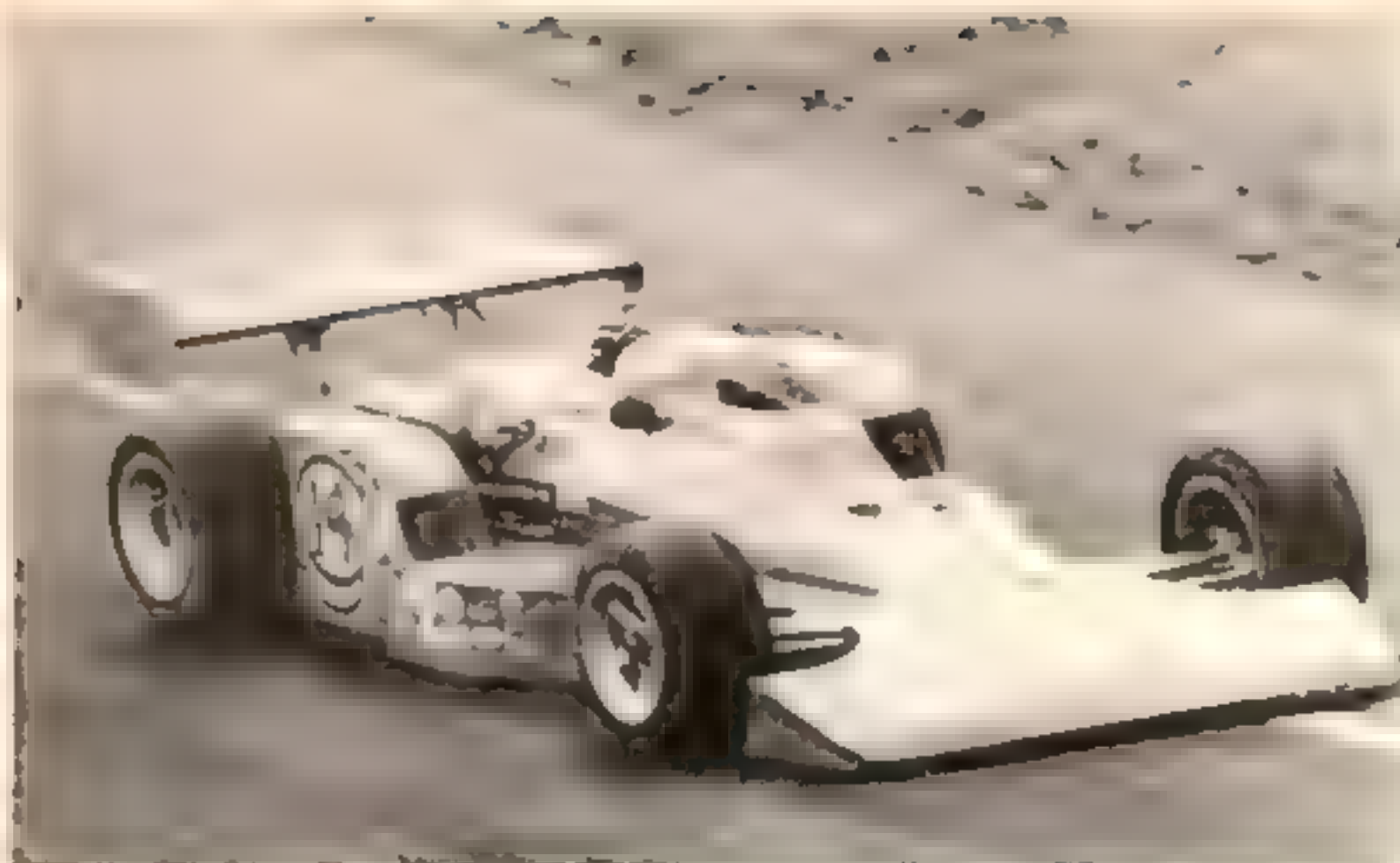
Peter Revson obviously took his missing the French GP with great seriousness but he also seemed to benefit from the non-oval nature of the course in doing a pole-winning 190.648 mph run. Peter's neat show was 1.5 mph faster as well as 1.8 sec quicker over the four laps of Bobby Unser's record of last year. Al Unser and Mario Andretti brought a smile to Maurice Phillippe's face as they filled up the front row in their red and white Viceroy's. Lloyd Ruby put his vast USAC experience to good use in nosing out Bobby Unser for fourth best time and it was really just these five who were at all in the hunt during practice.

At 25 Steve Krisloff is a tender youth among the Old Men, but he continued to go well with his Eagle-copy Kingfish, putting it next to Unser on the second row. In fact Krisloff managed to edge ahead of Indianapolis poleman Johnny Rutherford who was back on the third row. A. J. Foyt and Gordon Johncock both had a week of struggles and were well down as was Donohue who had very little time to qualify and was only just getting his Eagle properly setup by the end of all the practice flogging.

## BEST PRACTICE TIMES

Peter Revson (McLaren), 3 m 08.63 s, 190.648 mph.  
Al Unser (Viceroy), 3 m 09.41 s, 190.367 mph.  
Mario Andretti (Viceroy), 3 m 09.31 s, 190.164 mph.  
Lloyd Ruby (Eagle), 3 m 09.56 s, 189.913 mph.  
Bobby Unser (Eagle), 3 m 09.86 s, 189.613 mph.  
Steve Krisloff (Kingfish), 3 m 11.13 s, 188.355 mph.  
Johnny Rutherford (McLaren), 3 m 11.27 s, 188.216 mph.  
Mike Molley (Eagle), 3 m 12.15 s, 187.354 mph.  
Jimmy Casner (Eagle), 3 m 12.40 s, 186.835 mph.  
Wally Dallenbach (Eagle), 3 m 13.29 s, 186.249 mph.  
Gary Bettenhausen (McLaren), 3 m 13.49 s, 186.056 mph.  
Mike Hiss (Eagle), 3 m 15.10 s, 184.521 mph.  
Billy Vukovich (Eagle), 3 m 15.41 s, 184.228 mph.  
A. J. Foyt (Coyote), 3 m 15.79 s, 183.870 mph.  
Joe Leonard (Parnelli), 3 m 16.29 s, 183.402 mph.  
Roger McCluskey (McLaren), 3 m 17.21 s, 182.547 mph.  
David Hobbs (Eagle), 3 m 18.47 s, 181.388 mph.  
Lee Kunzman (Eagle), 3 m 18.50 s, 181.360 mph.  
George Sander (Coyote), 3 m 18.67 s, 181.205 mph.  
Sam Sessions (Eagle), 3 m 21.39 s, 178.756 mph.  
Johnny Parsons (Parnelli), 3 m 22.32 s, 177.436 mph.  
Gordon Johncock (Eagle), 3 m 22.92 s, 187.579 mph.  
Mark Donohue (Eagle), 3 m 24.06 s, Sam Posey (Eagle), 3 m 24.54 s, 184.767 mph.  
Jim McElreath (Eagle), 3 m 24.92 s, 187.578 mph.  
Rick Muther (Eagle), 3 m 21.70 s, 185.510 mph.  
Tom Bigelow (Volstead), 3 m 22.06 s, 177.980 mph.  
Dick Simon (Eagle), 3 m 24.94 s, 180.054 mph.  
Jerry Karl (Eagle), 3 m 25.70 s, 179.372 mph.  
Bob Harvey (Volstead), 3 m 25.23 s, 179.400 mph.  
John Martin (McLaren), 3 m 25.52 s, 177.322 mph.  
Jim Hurtubise (Lotus), 3 m 25.13 s, 177.226 mph.  
Mal Kenyon (Eagle), 3 m 28.07 s, 176.730 mph.  
Referee: Al Loquendo (McLaren), 3 m 25.75 s, 174.970 mph.  
Larry McCoy (Atlanta), 3 m 28.07 s, 173.019 mph.





A. J. Foyt scored a lucky win, after McCluskey ran out of fuel.

## RACE

Some almost tropical rain had fallen a few days prior to the Schaeffer Beer-backed race (lots of beer monies luring the North American spectator these days) and this wetness had been enough to wash away a good portion of the "groove," particularly that part of the embossed rubber that normally delineates the entry phase through a corner. But race day was typical American summer, with mid 80 degree temperatures, bare sun and thick humidity hovering overhead as the two pace laps reeled off without any drama. (You see Other Place, it IS possible.)

It was Andretti who edged ahead as the whining monster poured towards the first deeply-banked loop and pulled out two clear car lengths as Revson and Unser throttled back below him. Mario immediately chucked the Parnelli towards the inside and as he sliced across the front of Revson, the other Parnelli tried to follow suit. But Revson kept an aloof inside line and Unser had to stir everything gently back into order and drop into line behind Revson and ahead of brother Bobby who had brusquely discarded his row in pursuit of the leaders. Krisloff snicked in neatly ahead of Ruby, but just then Rutherford got his McLaren.

Roger McCluskey's McLaren held the lead for almost 60 laps.

a little sideways as he tried too hard too soon. The Gurnee car slewed sideways and for a long moment Rutherford managed to keep things barely in hand as the car arced towards the outside wall. He almost had it all collected but the wing ticked the wall and the yellow lights blinked on as the car dribbled back down the banking.

So we already had a yellow with everybody filing along behind the pace car for four full laps before the track surface was deemed clear and Rutherford was running again, now two laps behind the leaders. Andretti took advantage of his leading place to build up the turbo boost and jump into a second and a half lead with Al Unser chasing Revson and Bobby Unser inching up on both of them. But then Al's Parnelli lost itself in a pall of smoke and care pulled into the Turn One wall after just one lap of the renewed race. One of the Parnelli's halfshafts had broken and the bumperplate retaining wall had been torn away by the car's impact. Unser was unhurt but the broken wall and oil from the Parnelli's gearbox brought out USAC's red flag and the race was stalled for over 50 minutes while this mess was cleaned up.

It took a couple of laps before the red light was finally flicked on and during this period of yellow flag running Andretti, Revson and Bobby Unser stopped for fuel. When

the race was restarted, Jimmy Caruthers found himself at the head of the queue with Foyt, Dallenbach, Ruby, Hiss and Johncock following him. The Andretti, Unser, Revson train was down in 14th through 16th places so things looked pretty volatile for the second start of the day.

Caruthers showed that he is well-used to turbo-Offys and managed to build up an immediate lead of one full second. Dallenbach got his dayglo Eagle nose inside Foyt and pushed the Coyote to the outside as they dropped into turn one and further back Bobby Unser came charging by Andretti. Bobby was making a mighty effort to make up a flatful of places during that first lap off the restart but the first eight managed to break away while the works Eagle was fumbling back in the rack. Donohue had managed to hang on to the back of the leading train and we now had the spectre of the blue and yellow Penske Eagle gradually slithering through this lot while Unser and Andretti were losing precious tenths as they picked their way up the chart behind the second Penske car of Gary Bettenhausen.

It carried on this way for perhaps a dozen laps until Unser got by Bettenhausen and started reeling in everybody else. By the 25th lap Bobby was simply flying. He caught Donohue and passed Donohue with almost ridiculous ease, and by the 32nd lap he had worked to the head of the queue. While others seemed to struggle with little bursts and twitches, Bobby would just drive his Eagle down the yellow line at the bottom of the banking and hold the car along a precisely forged line that the others would have to slip and saw at, were they to maintain the same balance. Only Donohue and Revson could approach Unser's forceful control, while Andretti and Johncock were hurling their cars across the road and balancing their forceful entries with powerful slashes of the wheel.

The order was constantly in a state of flux, for everybody was needing to stop for fuel after each 20 lap lot and sometimes it took only 15 laps before the 40 gallons would be exhausted. From time to time a couple of the leaders might find themselves in nose to tail order and for a few laps a race would develop. But it was all too fleeting. And then there were always the yellow flags which would interrupt things just as some balance seemed to be restoring itself to the race.

Already the rot too was setting in. Hobbs had slipped back with a faulty magneto and after a few stops the Black Label car was parked. Dallenbach was the first to go with a broken Offy. On the 25th lap a valve broke and his STP Eagle was out. Then Bettenhausen plummeted into the turn three wall when his McLaren suddenly slashed out of the groove. Andretti was in trouble now too. The Parnelli's gearbox was getting progressively baulkier and he began to lose time with long stops around the 50th lap.

It was Johncock who now assumed control with Unser in pursuit and Revson and Donohue always some distance away. On the 75th lap Revson disappeared with a valve broken in the Offenhauser just as Donohue got in a good enough place to take the lead when Johncock made his third fuel stop. But Unser was beginning to finally assert himself and from the 80th lap he took a lead that he gradually extended throughout the next 30 laps.

For perhaps a dozen laps Bobby hurtled the Eagle around with that amazingly forceful control of his, leaving only Johncock, Foyt and Roger McCluskey within range. Poor Donohue had only just been finding his pace among the front runners when a piston disintegrated as the race moved into its second half. Twenty laps later Caruthers too fell victim to a burned piston and it was only Foyt or McCluskey who could even keep the works Eagle within range.

But Bobby Unser is an incredibly unlucky man. On his 122nd lap he lingered in the pits while Gurney's crew hunted feverishly about the gearbox. It took almost two laps before Bobby whined down the pit lane again, and soon it was obvious that things were not at all well. The Eagle was lapping almost







Lee Kuneman spins his Eagle causing Lloyd Ruby to take avoiding action



Kuneman climbs out of the damaged Eagle



two seconds slower than even at its conservative pace and after just a few laps the tell-tale rise and fall of the exhaust note defined the problem as a slipping clutch. Bobby carried on though—both he and Gurney are out of the same never-say-die mould, and it was not until the clutch would barely turn the rear wheels that he parked things some 40 laps after the first problematic stop.

So it was Johncock, leading now as he had at Indy, the last of the truly fast runners to withstand the strain. He had been driving boldly and vigorously, having the audacity to challenge and fight the mighty Unser from time to time, and fighting well at that. But then, on the 135th lap the dayglo orange Eagle streamed out of the third turn and as it passed the pits it let out a loud, crisp thump before bouncing off the wall and wobbling back across the road to come to a stop just beyond the pit exit with a tyre blown into pieces and now, the rear suspension and wing also badly bent. It was now down to McCluskey and Foyt.

McCluskey had come upon the scene with the slow surety of the veteran that he is. He had worked up from the deepest of the ruck so that he was within range of the leaders by the 30th lap and then, sensing the possibilities McCluskey had begun forcing his McLaren with a verve that was greater than any other. McCluskey became the man with the greatest hurl at Pocono. He was swooping away from the outer wall, swinging the McLaren into impossibly low entrances so that all four wheels were inside the lower yellow line. Somehow he managed to hold that impossibly tight line on every occasion that he made the effort, and somehow it was working. Somehow McCluskey could sweep down and drive under people who were already dealing with barely manageable slip angles. After Johncock's demise it was McCluskey who took the lead and held it for almost 80 laps. Only Foyt and the flagging Unser managed to get ahead of McCluskey while he made his regular, 20 lap interval fuel stops.

McCluskey made his second last fuel stop on his 173rd lap and two laps later he again assumed control when Foyt pitted for his final load of fuel. Those last 25 laps seemed to be mere formality for McCluskey pulled further away from Foyt with every lap and when Foyt made a very brief 10 second stop for a little extra alcohol with just six of the 200 laps left, it seemed that McCluskey was home free.

But it was not to be. As he came by to start his very last lap the engine stuttered and died. The McLaren coasted down the road and dropped down on to the lower apron as it slowed gently and quietly to a final stop on the back straight. So it was Foyt his own turbo Foyt-Ford engine, having run faultlessly who now came through to yelps of joy from the crowd. AJ was leading, and he was now home free.

SCHAEFFER 300—POCONO July 5—USAC Championship  
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# Shell SPORT news 9



Graham McRae - winner of the 2nd round of this year's F 5000 championship at Malory Park.



Mick Hill - 20 victories last season and 10 wins already this season



Bernard Unett - overall leader of the Britax Group 1 championship



Tony Lantranchi - over £1500 class leader in the Castrol Group 1 championship

## A Few SHELLSPORT winners



Bernard Unett receives the garland after winning the SHELLSPORT and Shell Farewell at Snetterton



Nick Faure - over £3000 class leader in the STP Production Sports Car championship



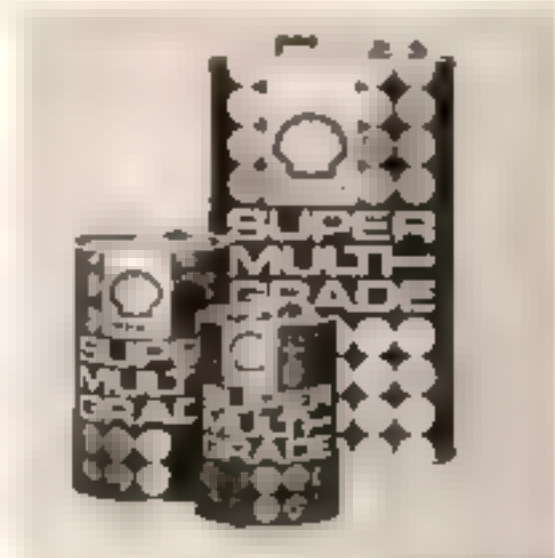
Graham McRae jokes with Anthony Marsh before his entry in the SHELLSPORT celebrity race at Snetterton.



Steve Thompson is congratulated after winning the SHELLSPORT celebrity race at Brands Hatch.



Patrick Neve - won his first 2 races of the season and one of the leading Formula Ford contenders.



Only Shell Super Multi-Grade has the unique 'muscle-molecule'





Gethin's Chevron was slowly hoisted in by Carlos Gaspar as the former F1 driver found the handling increasingly difficult

## VILA REAL

# Home win for Gaspar

By PAUL WATSON

Although not a European 2-litre championship race, last Sunday's International Vila Real 250 km road race in Northern Portugal was—as it turned out—an important stage in the Lola-Chevron-GRD struggle.

The race, round the streets and outskirts of this mountain town, was won by Portugal's Carlos Gaspar in a BIP Lola-FVC T290 after Dave Walker's GRD failed in the closing stages. Peter Gethin's Chevron B23 was a game second and Prince Jorge de Bagnation third in one of Roger Hire's Chevrons, ahead of John Bridges in the second Red Rose B23. Abarths were not present. The race was run in hot weather in front of an enormous and enthusiastic crowd, and gave a Portuguese driver victory at Vila Real for the first time in more than 20 years.

## ENTRY & PRACTICE

On pole position with a time of 2 m 20.17 s, and way inside Peter Hanson's 1972 lap record, was David Walker in the GRD S73, running Firestone soft-compound 11.57 rubber and a 1970 Richardson BDA last used in Formula 2 by Richard Scott. The car has clearly now reached a competitive stage of development, completely outstripping the rest of the field to take pole a clear 3½ s in front of the next man. After practice Walker was "temporarily arrested" for crossing the track in his car without permission, he spent four hours languishing in jail before finally being released.

The Portuguese BIP team sent their two Lola T292s for Carlos Gaspar and Carlos Santos, both with 2-litre Mader-FVC engines. In first practice Santos really flew and in 2 m 25.94 s was second fastest to Walker. Gaspar did only two laps before the flywheel came off the end of the crank, but he had a 1900 in for Saturday's thrash, and through some consistently fast driving recorded 2 m 23.43 s for the centre of the front row. The rivalry between these "so-called team members" Santos and Gaspar is such that so as not to be out-done, Santos went straight out and in some wild and careless driving clipped

half a second off his Friday time before senselessly passing him Gethin on the narrow viaduct, tea-bag young Gethin's Chevron and sending him off skidding all up the road onto the high banks, and Santos heading into the Armco Club's rugged back—he left with a smashed rear wheel and buckled front sub-frame, while the Lola was so badly damaged that he had no hope of racing on the morrow.

Red Rose Racing sent two B23s, led by Peter Gethin in Lepp's car, replacing Gerry Birrell who had been scheduled to drive the car. At 2 m 24.22 s Gethin was nearly a second slower than Gaspar's Lola although in fairness to Gethin his hard 11.21 compound

was not as suitable as Walker's 11.57. It would seem that for Chevron their contender, which is basically a 1970 design with annual modifications, is getting left behind by the other makes. Alongside the space vacated by Santos on the second row came the Portuguese Ernesto Neves in a new 2-litre Racing Services engine GRD S73 delivered 10 days earlier. Neves has been notable in recent years for his handling of an outdated Lotus 62 and managed 2 m 25.71 s. The third row was all Chevron with Prince Jorge de Bagnation in the Monjuch Iergal B23 with 1970 Smith engine best in 2 m 26.30 s from Martin Raymond's 1930 engine B21 in 2 m 27.14 s and John Bridges in 2 m 28.41 s with the second Red Rose B23 equipped like Gethin's with a new wing over the tail. After only a few laps on Saturday, a front wishbone collapsed on Raymond's car.

The March transporter carrying Vic Elford's two March BMWs was delayed in customs at Iran, and only arrived in time for Saturday's practice. Maria Cabra had not driven the car before but soon settled down to 2 m 29.02 s in the chassis driven at Clermont-Ferrand by Pelfier. Jose Juncadella was next in the second Monjuch Iergal B21 with smaller 1930 FVC engine; his car like de Bagnation's improving steadily throughout practice, this being the one raced in Austria the week before.

Ian Gribb's immaculate Roder prepared KVC B23 was next in 2 m 31.43 s, a time he would subtly have improved in had not Santos interrupted his second practice so abruptly. Gribb was using a 1930 Smith Roder engine while Jean-Louis Lafosse had the use of two 2-litre Vegas but destroyed both of them during practice, cannibalising parts from each to make one good engine for the race. Lafosse managed 2 m 31.55 s in his Gilanes Lola T292 while Tony Goodwin got over a troublesome misfire in first practice with Rill de Selincourt's Ember Racing B21 to record 2 m 32.54 s in second practice.

Roger Heavens was at Vila Real for the third time with his 1800 Richardson engine B21 but he only got to Portugal after replacing the gearbox on his transporter while in Austria and missing first practice altogether. He recorded 2 m 36.64 s on Saturday which put him alongside Lumar in the second Portuguese (K1) 2 m 38.13 s and in front of the B21s of Jose Uriarte (ex Trevor Twaltes) 2 m 40.36 s and Scot Andrew Fletcher (2 m 42.23 s). Frenchman Robert Giannone followed in his elderly Spyder-bodied Porsche 906 then came Tony Birchenough's Dorset Foods Lola T290 and John Blanckney's Scorpion JB4 with 1800 FVA. The rest of the field

Dave Walker ran away with the race until the final laps when the engine went off song and then a tyre burst.







Roger Heavens takes his Chevron past a local Lotus, followed by Jose Uriarte. The former retired with jamming throttle mechanism.

contained numerous local Lotus 47s, Miguel Lacerda's 906, a Porsche 911T, a 2.8 Carrera and right at the back Vic Elford in the other March BMW 73S, without practice, and hoping to repeat his sensational start in the 1972 race. In all 28 cars.

## RACE

The start was over half an hour late, but when the flag eventually dropped Dave Walker fairly shot away leaving three cars still stranded on the line, Lafosse's Lola having caught fire from a short circuit to the battery. Grob unable to find a gear and Giannone also at a standstill. The latter soon got away, Grob was pushed towards the pits (of which more later) while Lafosse extinguished the electrical fire in his Lola in a puff of foam only to find that the engine had broken yet again.

Meanwhile Walker was winding the GRD round the circuit at a scorching pace. After one lap the Dart car was already clear with Gethin trying vainly to stay somewhere near, followed by Neves and de Bagration. Bridges was next shadowed closely by Cabral, Juncadella, Raymond and Gaspar, the latter having made a bad start but already pressing hard. Next came Goodwin leading Uriarte, Heavens, "Lumero", Birchenough, Elford, Fletcher, Lacerda, Blanckney and the rest. The yellow GRD of "Lumero" stopped at the pits with engine trouble and retired, while New Yorker John Rulon Miller also gave up early on with his 2.8 Porsche Carrera, although Miguel Correia in the 911T was going very smoothly.

Even after two laps the GRD appeared to have it made, Gethin was losing ground all the time and on every corner while Neves and de Bagration were falling behind the Red Rose car at a similar rate. Raymond and Gaspar were hauling in Bridges and Cabral passing them on lap three, while Juncadella fell back, although clear of Goodwin and the

persuing bunch of private B21s. On lap six Gaspar passed Raymond in fifth place but the Londoner was in trouble with a broken fuel pressure gauge and with petrol squirting all over him. Raymond quit after only seven laps.

While the DART GRD ran away with the race, Gaspar fixed his attention on de Bagration's all-handling Chevron, and by the eighth lap he had passed into fourth spot to become third on the same lap when all the fuel pressure suddenly disappeared on Neves's Lola. Racing Services engine'd GRD.

At 12 laps and one third distance the order was Walker then 10 s later Gethin who was comfortably ahead of Gaspar, with the Spanish Prince in fourth ahead of Bridges, Cabral and Juncadella. The rest were all right out of the hunt led still by Goodwin from Elford, Fletcher, Heavens, Uriarte, Blanckney, Lacerda and the rest. Gone however was Ian Grob after being black flagged for an alleged push start in the pits while a good drive by Tony Goodwin came to an end on lap 13 when he tangled with an errant Lotus Europa and had to retire with relatively superficial damage.

At 20 laps the order was the same. Walker was streaming away, the Richardson engine sounding glorious and the car looking to be handling like a winner. Mario Cabral was lapped about this time while Elford gave up in disgust after an unhappy race. Giannone's grumbling 906 rumbled to a halt and Tony Birchenough retired after failing to find the reason for his persistent misfire.

Gethin was being rapidly hauled in by Gaspar at the rate of half a second a lap. By lap 22 Gaspar was right on Gethin's tail but the former El driver held on grimly in spite of the inferior handling of his car. On laps 23 and 24 Gethin was still ahead, but in the 25th he could resist no longer and Gaspar streaked past and a resultant cheer went up from the crowd.

In the closing stages Dave Walker was

slowing, clearly the once all-dominating GRD was failing. Gaspar hauled in the GRD, sounding terribly rough and Gaspar was reducing Walker's record of 2 m 20.80 s to 2 m 19.92 s. By lap 26 Walker's engine was catching up rapidly. On the 28th lap the Portuguese was in the lead, and two laps later Gethin was through into second. In the remaining laps the GRD slipped further and further down the field, both de Bagration and Bridges passing before the flag came out to finish the race. In those final laps the crowd went overboard to urge on Gaspar and after 1 h 24 m of racing, Gaspar took the flag, 121 s ahead of Gethin. Two more Chevron B21s were third and fourth driven by de Bagration and Bridges while Walker struggled home fifth after a front tyre blew out two laps from home, giving him a really nasty moment in the second right-hander after the start on this the fastest section of the circuit. Mario Cabral was sixth and nearly caught by Juncadella on the line, with Uriarte two laps behind Juncadella after taking eighth place from Andrew Fletcher right at the end when the latter's engine overheated badly. Lacerda's 906 was 10th ahead of Birchenough's misfiring Lola and Blanckney's Scorpion which suffered from an overdose of fuel pressure. Roger Heavens retired after 22 laps with jamming throttle mechanism.

### 28th Circuit International Villa Real

		July 1st	35 laps 242.375 kms	
1	Gaspar	12.9	Lotus FVC/Mader T2021	1 h 23 m 45 s 73.160 mph
2	Gethin	12.0	Chevron FVC/Smith B21	6 h 24 m 37 s 1
3	de Bagration	12.0	Chevron FVC/Smith B21	1 h 25 m 35.33 s
4	Bridges	2.0	Chevron FVC/Smith B21	1 h 26 m 48 s 1
5	Walker	17.0	GRD BDA/Richardson B73	34 laps
6	Mario Cabral	2.0	March BMW 73S	34 laps
7	Jose Lacerda	2.0	Porsche FVC/Smith B21	34 laps
8	Uriarte	2.0	Chevron FVC/Smith B21	32 laps
9	Andrew Fletcher	2.0	Chevron FVC/Smith B21	29 laps
10	Miguel Correia	2.0	Porsche 916	29 laps
11	Birchenough	2.0	Porsche FVC/Richardson T2021	28 laps
12	John Blanckney	1.0	Scorpion FVA J84	22 laps
Fastest lap		Gaspar	2:19.92	178.173 kmh (record)



## INTERNATIONAL NEWS

### Polish and Austrian news

The next round in the World Rally Championship for Makes will be the Polish Rally which will be held between July 12/15. Not many of the rally circus will be there as these Iron Curtain events have dropped a great deal in popularity since the mid sixties and indeed many people have queried why this event should be in the World Championship at all. The current leaders of the championship are Renault Alpine and they have made a token entry of Cheinisse Thierier just in case they decide to go at the last moment. The real points searchers will be Fiat who have entered three cars, all 124 Abarth Spyders, for Achim Warmbold Jean Todt, Alcide Paganelli/Nini Russo and Lele Pinto/Arnaldo Bernacchini. The rest of the entry will be Skodas and Renaults from Czechoslovakia, Alpines from Bulgaria, Fiat Polskis from Poland and Wartburg and Trabant from East Germany.

After Poland comes the 1000 Lakes which we mentioned in some detail last week. This is due to be held between August 2/5, but will not see any participation from either Renault Alpine or Fiat so that it is unlikely to affect the positions in the championship. One thing is certain and that is that it will be a far more competitive event than the Polish!

The next event then will be the Austrian Alps which will be held in September between the 12th and the 18th. One continual criticism of this event in the past has been the route finding and the road book supplied by the organisers but this should be eliminated this year as Gerry Phillips has just left England to go to Austria and prepare a proper Tulip-type road book for the rally.

### San Remo plans

Fourth event in four months is the eleventh San Remo Rally which of all these is perhaps the best event for the private owner to go and do. The rally will be run in two loops both starting and finishing in San Remo and this year it scarcely goes far beyond Genova so that it is incredibly easy to reach. There will be 450 kilometres of special stage in a 1800 kilometre route and as usual there will be a lot of difficult road sections. The entries close on September 25 and the address to write to is Automobile Club San Remo, Corso Orazio Raimondo 47, Sanremo, Italy. It is certain that there will be a chance to compete against Lancia, Fiat and Renault Alpine who are certain to make most of the running as they all see this rally as the decider for the World Championship.

### Total Rally

Regulations have been received for the Pretoria Motor Club's Total Rally. Running from August 28 to September 1 the 16th Total Rally will be of special stage format with a length approaching 3000 kms.

The rally will have five starting points at Randburg, Durban, Kimberly, Lourenco Marques and Messina. For the first time South African standard production cars will be eligible, competing in two classes. Prince Rainier of Monaco has entered a Monagasque crew in an Alpine 1600 which is newly works built and only recently presented to the Prince. The car will be driven by Raymond Rue and, making a return to rallying, Rene Jaouet. Toyota will be preparing a Celica for Ove Andersson and Arne Hertz. Nissan Datsun will have a car for Coupe de Dames contenders Oda Dencker Andersen and Charlotte Heuser. Other overseas entries are presently being negotiated.

## Mikkola beats Makinen in final Finnish round

The last round of the Finnish Championship finished in Joensuu last Sunday morning with a victory for the local lad, Hannu Mikkola. Driving a Volvo 142 sponsored by Castrol, he finished ahead of Timo Makinen driving the works Escort with which he had won the Arctic Rally. This was the first event in Finland to ban the use of winter tyres during the summer and Mikkola definitely benefited from having 15in wheels compared with the 13in of the Escort and from having an early number.

Makinen was back in the sixties after getting his entry in late. Early challengers for the lead were Markku Alen and Simo Lampinen who retired Volvo and Saab respectively with engine trouble during the early stages. Lampinen had just returned from the Rallye Zlatni Piassatzi in Bulgaria where he had finished second overall in a Lancia Fulvia to Sergio Barbasso in a Fiat 124 Abarth Spyder. Lele Pinto had been leading in another Fiat but he had crashed out a few stages before the finish.

### British Leyland

#### drive for Brookes

Russell Brookes, 27-year-old service engineer at Rover and 2nd overall at the wheel of a works loaned Escort RS1600 on last weekend's Jim Clark Rally, is to take the wheel of the third British Leyland works car on the Cyprus Rally at the end of September. As announced last week Brian Culcheth drives a Dolomite Sprint on this event, whilst the other team man will be Chris Sclater. Strangely, this rally will be Chris' first event in which he is entered by a major manufacturer, whilst by virtue of the Jim Clark, this will be Russell's second. Both Chris and Russell will drive Marinas, 1.3 and 1.8 litres respectively.

● Former Motoring News rallies expert, Mike Greasley, has been appointed Competitions Manager of Datsun UK. This newly created appointment indicates the promise of a large-scale Datsun competition programme—watch for the action from Worthing.

● Keith Wood will be partnering Shekhar Mehta on all his UK events, starting with the Burmah Rally on August 31. Subsequent events will be the Manx, Dukeries and the Lindsafarne—all with a 240Z before the RAC Rally in which Mehta will be driving a 1200 Sunny.



Bernard Darniche's Ronde Cevenole car. The extended wheel arches and complex front spoiler under tray are new to the Alpine A110i.



Ronde Cevenole—an excellent outing for Jean-Pierre Nicolas, finishing 3rd overall with the Renault 17 Prototype.



Jean-Luc Baraillet won the G1 category with a BP France supported Opel Ascona.





## Close battle for Gold Star points

At halfway in the Esso Uniflo, BTRDA Gold Star Rally Championship, with six events run of the series total of 13, competition for the lead has become very close—see table below

So far, 46 drivers and 47 co-drivers have scored points and in the ladies' section, the winning of which is dependent on the ladies scoring a minimum of 20 points throughout the championship being scored down as far as 50th place, the overall leader is Vicki Lambert

Apart from the top 10 shown in the table such notable names as Frank Pierson, Tony Drummond, Paul Faulkner, Richard Hudson-Evans and Robin Langford all feature as points scorers. Run concurrently is the Triple "C" Clubmans Championship and the present positions are listed below

Whilst this year's Gold Star series appears to be taking all the limelight, the BTRDA are

still promoting the Silver Star Championship for road events. Again, positions at half distance in the series are shown below

GOLD STAR SERIES (DRIVERS)	
1. Hammond 5	3. P. H. 3
2. J. 4	4. J. 4
5. R. 4	6. J. 4
7. M. 4	8. J. 4
9. J. 4	10. J. 4
11. J. 4	12. J. 4
13. J. 4	14. J. 4
15. J. 4	16. J. 4
17. J. 4	18. J. 4
19. J. 4	20. J. 4
21. J. 4	22. J. 4
23. J. 4	24. J. 4
25. J. 4	26. J. 4
27. J. 4	28. J. 4
29. J. 4	30. J. 4
31. J. 4	32. J. 4
33. J. 4	34. J. 4
35. J. 4	36. J. 4
37. J. 4	38. J. 4
39. J. 4	40. J. 4
41. J. 4	42. J. 4
43. J. 4	44. J. 4
45. J. 4	46. J. 4
47. J. 4	48. J. 4
49. J. 4	50. J. 4

On page 35 of this issue is the full list of starters for the Avon Motor Tour of Britain. Although the rally drivers are outnumbered approx. 20 to 50 the results could still be very interesting. Looking at the classes the rally drivers are well represented in all categories and, of course, figure well for an outright win

Loughborough Car Club's Moss Trophy Rally takes place over July 28-29. As a contest for both the EMAC and the LCAC the last two Moss Trophy Rallies have been over subscribed and entries for this year's are already arriving. Distance will be 180 miles

The Taunton Rally (10th/11th November) is to take the place of the cancelled Agbo Rally as a replacement BTRDA Silver Star championship round

Welsh Counties Car Club are running their Coronation Rally on July 28-29. Regulations are available from Marie Du Crocq Slip at 25 Dryburgh Avenue, Birchgrove, Cardiff

Using maps 142, 154 and 155 the rally will start from Howells Garage, Newport Road with the first car away at 23.00 hrs. The finish will be near Cwmbran. Anyone wishing to marshal is invited to contact Wyn Jones at 1 Portreeve Close, Pen-y-Gawel, Llantrisant

The CSMA's, West Middlesex Group, Esso Uniflo Starlight Rally (October 20/21) will have regulations ready from early August. Available from M. D. Manning, 73 Brentham Way, London W5 1HE. This 200-mile restricted rally will use maps 144 and 145. Non-car breaking whites are promised. Start and finish will be at the Excelsior Motor Lodge, Oxford

Success for Rosemary Smith on the Texaco—7th overall with the second Lombard and Ulster car



## Tony Mason—Ford position

Rally navigator Tony Mason is to join Ford competitions staff as competition co-ordinator which will entail the detailed administration and organisation of Ford's motor sport programme under the direction of Peter Ashcroft, Ford of Boreham's Competitions Manager. Mason, co-driver to Roger Clark on their

winning RAC Rally performance last year will be based in Boreham and his new position will be mainly centred on Ford's rally programme. Mason was secretary and then chairman of Morecambe CC and before taking up his Ford appointment, was sales promotions manager of K shoes

Kevin Videan and Peter Valentin plan to enter this autumn's series of Castrol M1N championship rallies in a Datsun 240Z, to be prepared by Old Woking Ltd

It is rumoured that Jim Porter, for long associated with Ford, is to leave the company. His destination is not yet known

## Clark's RAC domination

The Texaco last Friday night was the seventh event in this year's RAC Rally championship—halfway through the series. Main point of interest lies in the academic point as to when Roger Clark will eventually be uncatchable—since Ford have plans for him to drive an RS2000 on these events in almost standard tune when his championship this year is assured. Perhaps annoyingly for Ford, Jack Tordoff, currently lying second in the series, has 19 points, against Roger's 54, and this means that even if Roger wins the Hackle on July 21, and Tordoff fails to score he will have only a 44 point lead. He would have needed a 45 point lead not to need to enter the other five events seriously. It would seem, therefore, that the Yorkshire Porsche driver might delay the appearance of the RS2000 till after the Burmah

Any series is only as exciting

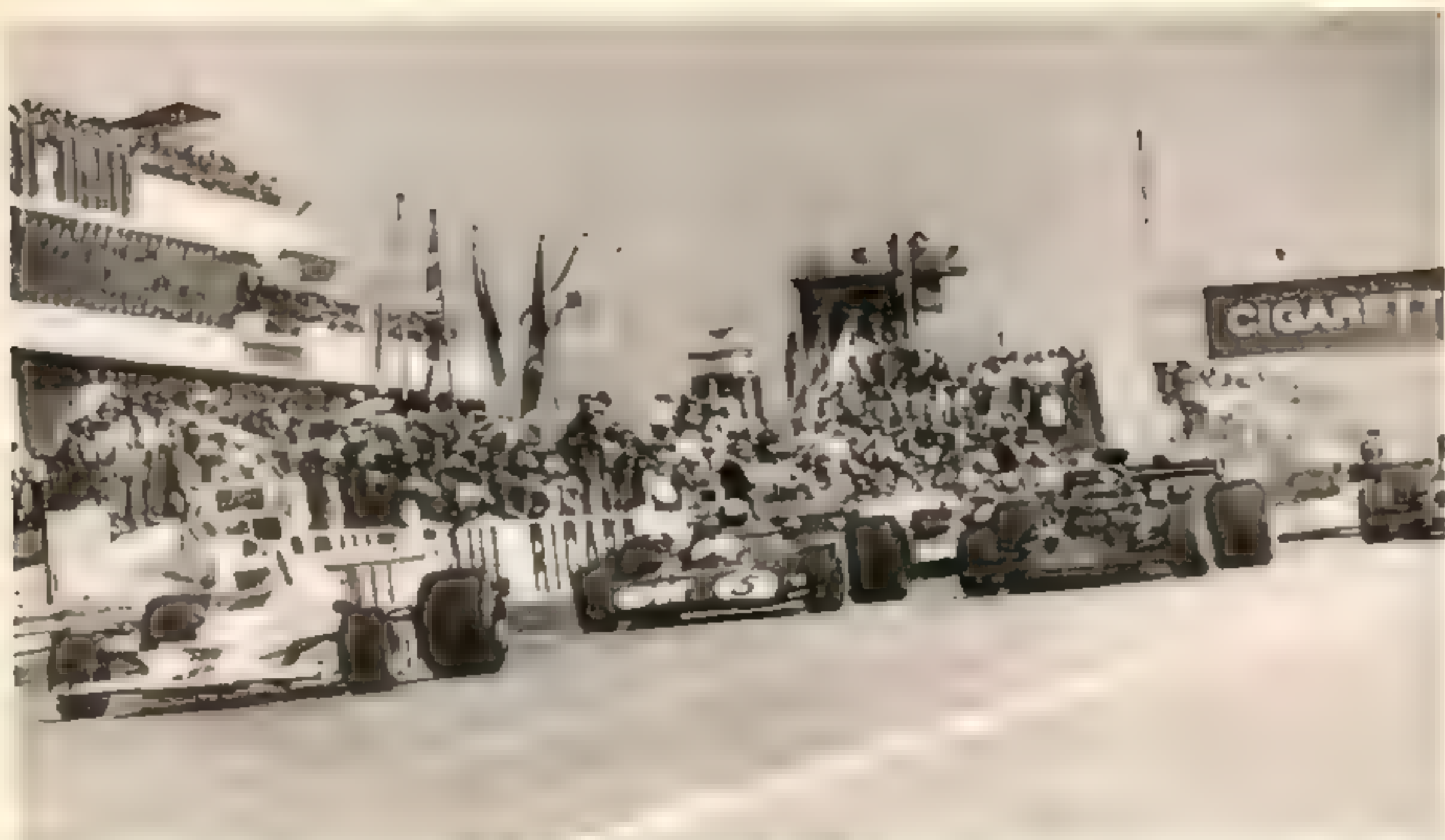
as the opening rounds, and by this score the 1973 RAC championship must be considered a bore. A lot of proven drivers have been hit by troubles. Will Sparrow has had a disastrous year in his Martins Group Firenze, Mike Hibbert has had a complete reversal of the impressive form that his Clarks & Simpson Escort showed last year, whilst Tony Fowkes has only his good Welsh run to his name this season. Adrian Boyd is still suffering hardship, though not to anything like the extent of his left-hand-drive car last year, and only by relentless determination has he managed to reach third place

Despite the numbing effect of the Ford Clark onslaught, never has the series shown greater commercialism, with everyone with any number of points having the benefit of a major sponsor behind them

## RAC RALLY CHAMPIONSHIP POINTS TABLE

Events	Snowman	Mintex	Dales	Circuit of Ireland	Grange City	Welsh	Scottish	Texaco	Jim Clark	Total
Driver										
Roger Clark	9	9		9	9	9			9	54
Jack Tordoff				9	8	4				19
Adrian Boyd			1				4	9		14
Bill Taylor	6								4	10
Peter Clark		4		4						8
Cahal Curley						2		6		8
Russell Brookes									6	6
Andrew Cowan							8			8
Tony Fowkes						6				6
Ron McCartney				6						6
Will Sparrow		6								6





Jody Scheckter takes the Yardley McLaren into the lead from the start ahead of Jackie Stewart's Tyrrell and Ronnie Peterson's JPS

## FRENCH GRAND PRIX

# Ronnie's overdue win; Scheckter outstanding

By PETE LYONS      Pictures by PHIPPS PHOTOGRAPHIC  
Race data by ALAN PHILLIPS



Ronnie Peterson's long-anticipated first Grand Prix win was a great three-quarters of a motor race. Up to the 42nd lap of the French GP it was a furious nose-to-tail struggle between he, Stewart, Hulme, team-mate Fittipaldi—and Jody Scheckter. The young South African, idol of America, looked determined to start the same sort of career going in Europe. He started from the middle of the front row, lead the first lap, lead every lap through the 41st, driving with superb self-confidence in front of all the established top talent in Formula 1 today, unflustered by their constant anxious attentions. The John Player pair were quicker through most of the twisty sections, but the Yardley McLarens were fastest down the straight, and at Ricard that's what counts. Peterson found that try as he might he could not get by, so he dropped back to let Fittipaldi have a go. He did. In what appears to have been an uncharacteristic error of judgment as they were lapping a backmarker, Emerson tried to force his way through a place where Scheckter wasn't prepared to give him room, and the two cars collided hard enough to retire them both with suspension damage. Because at this stage both Stewart and Hulme had dropped back with punctures, it was left to Peterson to drive with delicate care another dozen laps to achieve his first GP trophy. Stewart came back up the field far enough to finish fourth and take over Fittipaldi's championship lead on points.

The French was a race of surprises all the way, for there was the refreshing sight of people and teams doing well for the first time. James Hunt put in a superior drive to finish the Hesketh March sixth, all alone in front of entries with vastly more resources and experience. Graham Hill overcame niggling troubles in practice and drove the Embassy Shadow with signs of his old controlled fire; he started well ahead of the two works cars, diced determinedly with a big pack of fighting drivers, and vanquished most of them despite more niggling trouble. And Rikkl von Opel brought Mo Nunn's long-awaited new Ensign home to a mechanically untroubled finish in their first event.

Le Circuit Paul Ricard, the Ontario Motor Speedway of Europe. Spacious, well laid out, fully equipped, efficient, obviously quite safe. Established in a region of fine weather, it serves as the base of the French National Team (Matra) and as the testing haven for others from all over Europe. For those engaged, it's actually pleasurable to carry out the business of motor racing here. It's an

excellent facility, a utensil, like the kitchen of a model modern home. And about as romantic.

Anyone already doing motor racing, who is already caught up in the compulsion of the thing, appreciates Paul Ricard. However, it is difficult to see someone brought here for their very first motor race catching the spirit. It's too sterile a place. Too planned, too

barren, too unrelated to the region. It's too hard, from the remote, dusty, unshaded spectator areas, to sense any drama. The access roads are terrible. And finally, in a baking hot climate it has to compete with a nearby Mediterranean beach. The crowd attendance is usually poor—the public seem to reject Paul Ricard. The place is a monument to motor racing—and monuments imply death. Why should it not be possible to combine the good aspects of this ultra-modern facility with some of the traditional appeals that make the sport loved? A pretty problem.

The major problem facing the teams preparing to race at Ricard has a curious ring, accepting they must sacrifice all else for straight-line speed. The long straight so dominates the rest of the lap, apparently, that no amount of demon scratching round the twiddly bits can make up for a rival who pulls ahead on the straight. Drivers are so much more comfortable with lots of wing angle though, that they exhibit real reluctance to lay the aerofoils back flat.

Tyrrell's designer Derek Gardner: "People may tell you that this is a very simple circuit, 'micky-mouse,' but this is a deceptive circuit because of the straight. You cannot afford to lose any revs along it, which means you can afford very little aerofoil angle—but aerodynamic loadings mask deficiencies in suspension behaviour. When you remove the loadings you are required to have your suspension working properly. You'll find a



number of people are having trouble with wheelspin here, not getting the power down out of the corners."

## ENTRY & PRACTICE

With spares, there were 33 F1 cars in the garages, the highest number yet this year. As for the previous race, the logistics of transporting their miniature armies clear down the depth of the Continent ordained there would be little novelty attempted by any of the teams. Most cars were in familiar configuration. Brakes are not a problem here, but everyone was using the maximum oil cooling arrangements.

There was just one new car on the scene. After a long time of sensible preparation, Team Ensign finally appeared in public with Mo Nunn's MN-01, the new F1 design commissioned from scratch by the young American-German Rikkl von Opel. A soundly-made machine to the eye, it proved a reliable machine in practice, completing several GP distances during four days of testing both unofficial and official during the week. Understandably, the members of a new team relationship require "mileage" as much as does a new car—even to learning how to start up an engine—but it was in a quiet, businesslike manner that Team Ensign got on with their debut. They weren't fast; they weren't trying to be. Von Opel tried to drive with consistent care, feeling his way into this new world, anxious not to be in anyone's way. He found the handling "temperamental" at this stage, the chassis refusing to accept as much throttle out of corners as other drivers seemed able to give. He did manage to do times comfortably inside the 10 per cent cut-off margin, to start from the back.

Among the regulars, the ones we have come to expect at the front, the only things new about the John Player Specials were attached at the back, subframes which set the wings 10in farther to the rear. An idea which came from a successful tweak to Fittipaldi's F2 Lotus of last year. It was a concession to the long straight. (Aerofolia should in theory work more efficiently the farther back they are in the airflow converging behind the bulk of the car.) Because it was applied to all four cars at once without prior testing there was no firm impression of its relative effectiveness—a circumstance which applied to this normally so careful and scientific World Championship team, indicates how grinding is the pressure at the midpoint of this ultra-close season. Both Fittipaldi and Peterson chose to use their older cars, those normally kept as spares. For some reason

Emerson's chassis No 7 came out of its crush-cladding rebuild with a warp, a twist that screws up the handling. This was discovered after a careful guaging exercise in Sweden, but there had not yet been time to do anything about it. On the one occasion in France that he tried to use the car, it stopped opposite the pits at the end of its first lap when for some reason the engine died and simultaneously the clutch operation didn't operate. Ronnie's regular race car, No 8, was used to more effect, but it proved to have the wrong front torsion-bar rate for the circuit. As changing the bars involves a risk of damaging the fuel bags, he too concentrated on his "spare" chassis, which was set up properly.

Unfortunately for SuperSwede, who more often than not has been starting from pole recently, there was something improper in his chosen car's fuel system. Team Lotus have in fact been having grief in this area for several weeks. In this case there were two symptoms: a cutting-out in the longest sequence of right-hand corners, which spoiled his practice, and a misfire at peak revs after a certain point on the long straight which lingered right through both practice and the race. Thus for once it was Emerson who ended up faster, fast enough in fact to start from the front row. On Friday he too had fuel pressure trouble, while a misunderstanding about when practice was scheduled to finish spoiled his final effort, the last session caught him by surprise before he'd made his best attempt with the quickest tyres.

All in all, the JPS people did not display their accustomed self-confident aplomb. There were signs of strain.

In the Elf Tyrrell garage the mood seemed calmer. All three cars were in the same bodywork configuration, the chisel nose style seen in practice at other races being abandoned for the usual low-drag shape. About the only special tweak seemed to be a set of megaphone-type exhausts on Stewart's engine. On Friday with his race car and the spare 005 he carried out a programme of Goodyear tests while Levert concentrated on aerodynamic experiments (finding that a slight increase in downforce cut significant revs from the straight line speed but had no discernable effect in the corners). The pair ended the first day of practice first and second in times, without apparently having tried particularly hard. Stewart, in fact, had been delayed with what turned out to be a faulty plug, and only put a fast lap together right at the end. It didn't seem an especially fast one, he said—and certain other teams agreed. Comparing notes, most of them

thought it was bogus by a full second, but nobody felt like protesting. . . . Anyway, it was still fastest of the day. On the Saturday the Tyrrells didn't seem to bother much about holding their relative positions, spending their time setting up for the race; anyway, the conditions seemed to have deteriorated overnight for almost everyone was slower.

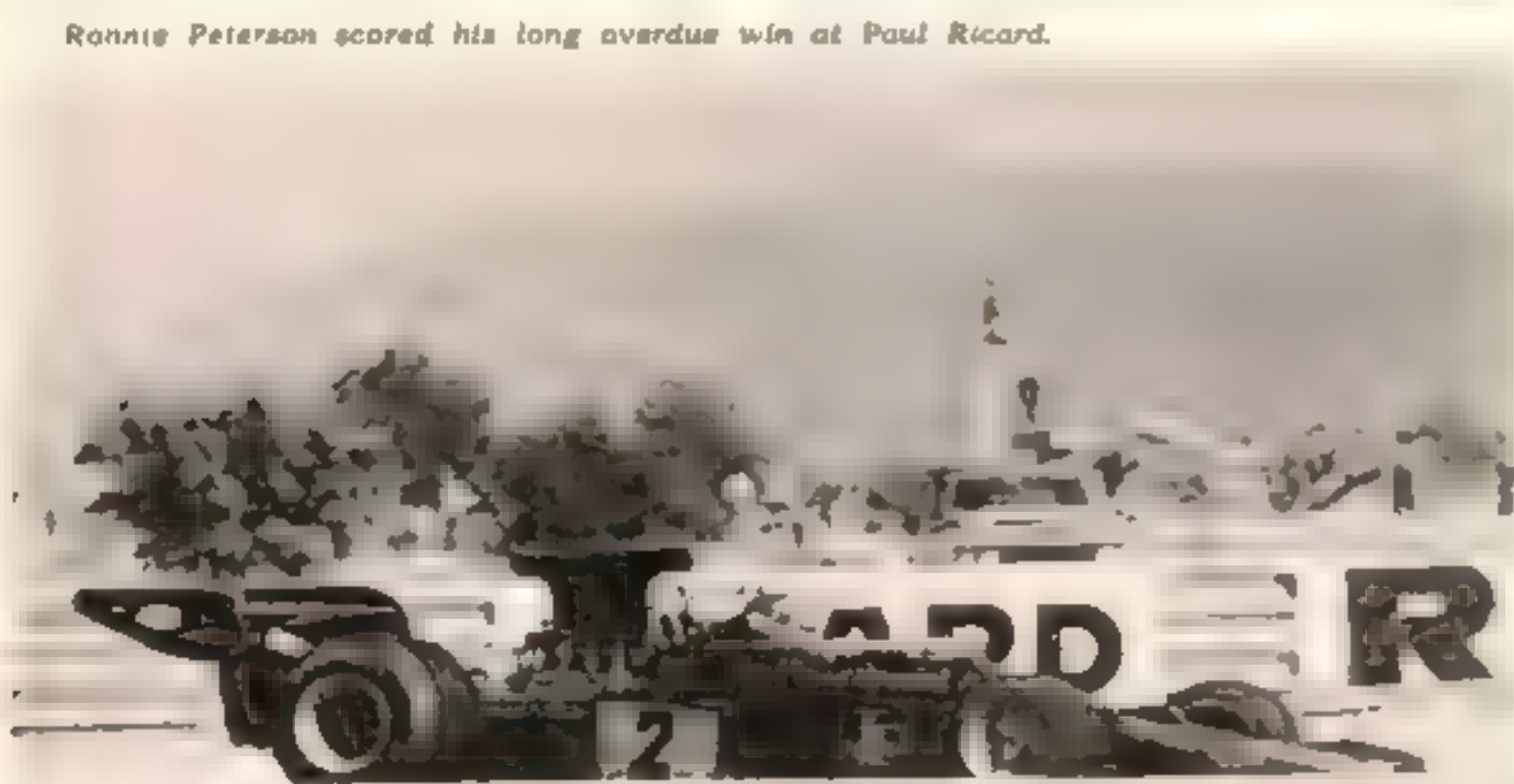
The third team which, thanks to Hulme, are now at the top of F1 racing were despite the absence of Revson at Pocono fully up to strength with Scheckter taking over the Yardley McLaren normally kept as a spare. Here again there was nothing altered technically from Swedish race trim, and the clean lines and general good behaviour exhibited at Kyalami promised a good run at the not-dissimilar French track. On Friday they went well, doing times not far off those the JPS and Tyrrell drivers were setting. Hulme had to stop using his normal car when the fuel pump pulley came loose from its hub, but took over the usual Revson car and put it right up with the others. Scheckter was feeling himself into a car he'd never driven and acted less than fully pleased with it, but he was still far and away faster than any of the rest of the entry. It was the next day that it all came out. In the morning session Jody was faster than anybody until right at the end when Denny asserted himself as team leader and pipped him by 0.3 s. In the afternoon "Papa Bear's" effort was shot down early with oil pump trouble and it was "Baby Bear" who chopped nearly a second off his best under conditions when few drivers were able to improve much if at all and planted his big right foot firmly on the front row of the grid. (Somebody asked him why he was so fast, and the reply was that he was nervous and had to keep pushing the pedal hard or his foot would shake!)

So the front of the grid for this mid-point race of the season was properly representative of the three best cars on the scene.

A third B3 Ferrari had been finished and turned over to Merzario for his very own, giving Ickx the two entries he wants if he is to make anything of this unhappy team's year. Determined now to carry on through to the rest of the season "trying my hardest" Ickx must however feel drained of some will by the political mess so much a fact of Italian racing life. (See Pit & Paddock.) He found in practice that the Ferrari engine was nearly the equal of the Fords, the problem seems to be the chassis, for he says, "She doesn't tell me anything, I have no sensation from her, no warning—that's why I spin just now." He did indeed spin, on Friday, knocking the aerodynamics awry at both ends, while on Saturday much time was spent in re-attaching some deranged chassis-cladding and in changing an engine of the intended race car.

The Pagnossin Brabham was back on the scene for Andrea de Adamich, looking slightly the better for its extra two weeks of testing. Friday was spoiled by an engine losing its oil pressure, a serious trouble that has been striking all the Brabhams recently and, since it happens in two different kinds of chassis doesn't necessarily appear to be an installation problem. Other than that, Andrea was going as well or better than the two works drivers, and approached the weekend with some happiness and confidence. Neither of the BT42 men were as tranquil, Routemann losing his engine after three laps of Friday practice (yes, sudden drop of oil pressure) and spending most of Saturday in the pits while a fuel system trouble was traced. His car was modified with wing set 8in farther back, but he had so little practice, during which he never quite settled on tyres, that there was no clear impression of any advantage. A different nose section, minus its aerofoil, was never tried. Fittipaldi's car was brand new, the spare tub having been finished off to replace the shunted Swedish car. Wilkins lost a U-joint in practice at one point, but generally was unhappy and couldn't seem to get going quickly no matter how hard he tried—not the first time he's experienced that sensation.

A multitude of little troubles beset Hill's Embassy Shadow—wheels going out of







Jody Scheckler opens up a large lead over Peterson, Stewart, Hulme, Fittipaldi, Cevert and Reutemann on the opening stages

balance as tyres rotated, loss of the engine air scoop, loss of a wing sideplate, slowly deteriorating engine—but despite all that Graham Hill, OBE, was beginning to press on and was lapping faster than either of the two works cars. In fact on Saturday he was nearly 2 s faster than they were, which is needless to say an enormous margin in GP practice sessions. It had the works faces wrinkled up into introspective lines, by stander faces crinkled into amazed lines, and Hill's face—Hill's face didn't have any lines at all!

Why the two DOP cars were so painfully slower than the Embassy was a puzzle to their toiling crewmen, for there was no discernible difference in their specification (Except their wings were moved farther aft, and Oliver tried a low-line airbox.) Had Hill not been going so fast the two works drivers might have been fairly content, for there was good reason why they should not be very fast. A set of new brackets to mount the rear road springs at a different angle in the interests of better roll control, made up by an outside supplier, could not be made to fit the cars. That meant stiffer springs than optimum and a forced choice of oversteering handling. Added to that general trouble were specific ones—Oliver had a bolt come out of the front suspension on Friday and carve a wheel in half—so even without the sunny smiling face of the private driver this would have been an unhappy group.

Jean Pierre Jarier in the STP March was troubled with a fuel pickup problem and knock-back in the brakes at one point, but generally the French boy was going well preparing for the French GP. Not so the other Swede. Faces over the "Stockbroker" March were as dark as Beuttler's suntan. Mike was limping around the paddock hoping to be allowed to drive, but had to agree that putting further strain on his Rouen F2 damaged ligaments would be foolish at this point, so he sat back and worked on his tan while Rene Wisell worked on his car. Mike

got much the better of the deal, for the first engine needed changing after five laps of Friday practice, and the second was hardly better. This was a tired unit straight from Jarier's short race at Sweden, but there was none other available. Wisell, incidentally, brought Goodyears with him to the drive.

Tecno did not arrive at all (see Pit & Paddock).

The rest of the teams on the entry were all on Firestones, and with one exception they were all distinctly unhappy. This troubled firm were apparently in more trouble than ever at this circuit, for a lot of their compounds were doing nasty things. They are a hardworking firm, however, and were offering not only the familiar 24 x 13 n size but new lots of 26 x 13 n which seemed to offer more traction and a better feel, if not necessarily better lap times. Several teams settled on the new ones, others went back to the old Marlboro-BRMs were throwing little new other than the larger tyres; the general feeling was that it isn't something little the cars need but something big, a new engine.

The Iso-Marlbors were up to two starters again, Henri Pescarolo taking over the original chassis to replace Galt; this car was still a nose-radiator form. Howden Ganley's had been changed back to side-rads and careful additions made to air ducting seemed to work and keep the temperatures down to reasonable levels. But neither driver could do much about the handling, which was poor. Nor were the Surtees-Fina men enjoying the south of France; Hailwood went spinning wildly across several acres of it on the Wednesday when the rear wing stays broke, while when official practice occurred so did a rash of tyre blistering.

But there was one bloke in one car who did to the Firestone runners what Hill was doing to the Shadow team—James Hunt was going like a rocket. Whenever he tried the 26-inchers he seemed to puncture one, and finally went back to the 24s. On Saturday he finished practice in a vicious spin by the

pits when a rear suspension joint broke; but no matter what went wrong with it the Hesketh March was fast. Absurdly fast, faster than it had any right to be if one forms one's expectations by reading paper work. How could a private car run by happy go-lucky amateurs so completely thrash established firms who have in grim seriousness spent years and millions?

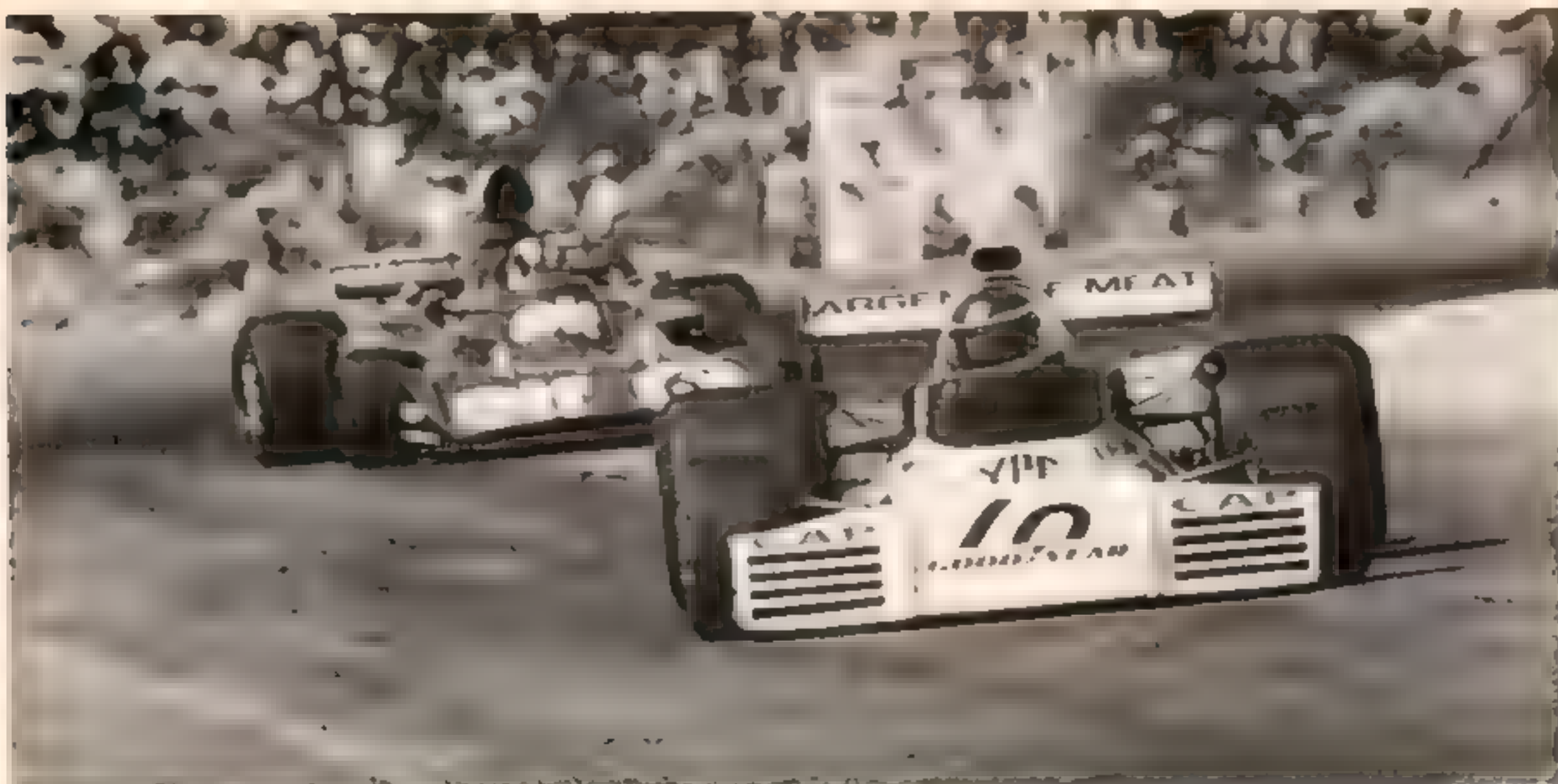
The French GP shaped up as an intriguing race, perhaps even a turning point on the calendar. Things happened in practice that "shouldn't" have happened. What would happen in the race?

## RACE

Some teams have begun to feel the morning unofficial test session is too much of a risk, and those that passed it up this time included Tyrrells, March, Isos, and the JPS of Fittipaldi and the Shadow of Foulmer. All the rest had something left to try out. Peterson tried out his exhaustively rechecked fuel system, and the grim faces over his car afterwards left it unnecessary to ask whether the engine was still cutting out and misfiring. At the same time the chassis itself seemed to be pulling to one side, so it was given a string-and-tape measure treatment. Wisell's engine was still not delivering proper power, despite everything possible being checked over. Hulme and Oliver tried out fresh engines, and found them acceptable. After the rather short session ended the Hill mechanics carried out wheel-change practice against the watch.

All that happened early in the morning. For more than five hours then the intense southern sun arced slowly up and over a scene of supporting races on the short circuit, then as the worst of the heat began to fade the 25 Grand Prix cars were warmed up once more for the 3 pm start. What sort of race would it be? Back in 1971 in the first and only F1 event here, Stewart had rushed away from everyone (starting a long controversy about the legality of his engine and his fuel). Some people expected the same sort of per-





Carlos Reutemann went well to finish third, with second man Cevert behind the Brabham.

formance from him this time, they thought his Friday speed was the significant one. Others suspected that, with the level of competition nowadays so high, nobody would be able to make a clean break, that the long straight would act as a leveler in the same way as do those at Monza. One might have long fighting chains that didn't break up.

They rolled up to the elaborate starting area. Stewart on the far right and Scheckter in the middle bringing their noses right up to the line but Fittipaldi ignoring an official's instruction and leaving a yard of "jumping space." But it was a clean start and the whole field ripped away as one—except for Oliver whose clutch failed to get him more than a few hundred yards. Peterson made an excellent charge away from the second row and was among the front row within seconds, but Scheckter's start was just as good and

he lead them all away (it was in fact his very first racing start with the M23, as a mirror-replacement scramble at the last minute took up the time in which he had planned to experiment!) The white Yardley mac disappeared from view into the fast first esses still in front of everything.

Peterson shouldered into second place just ahead of Stewart, Hulme, and Fittipaldi whose starting ploy didn't quite work out. Cevert was sixth just ahead of Reutemann, Ickx, Jarier, and then came a milling indistinguishable crowd of all the rest, sorting out their starting order into a racing order they could all maintain. The field did in fact string out into groups within a couple of laps and then those groups gradually broke up into single cars with a few pairs of cars making a few mini races in the middle. It was not unlike the pattern at Sweden—and it was thrilling to see that as at Anderstorp

most of the action was, magnificently, up at the front. But this time it was five drivers making the race. Scheckter still led, but he had Peterson, Stewart, Hulme, and Fittipaldi all absolutely jammed together behind.

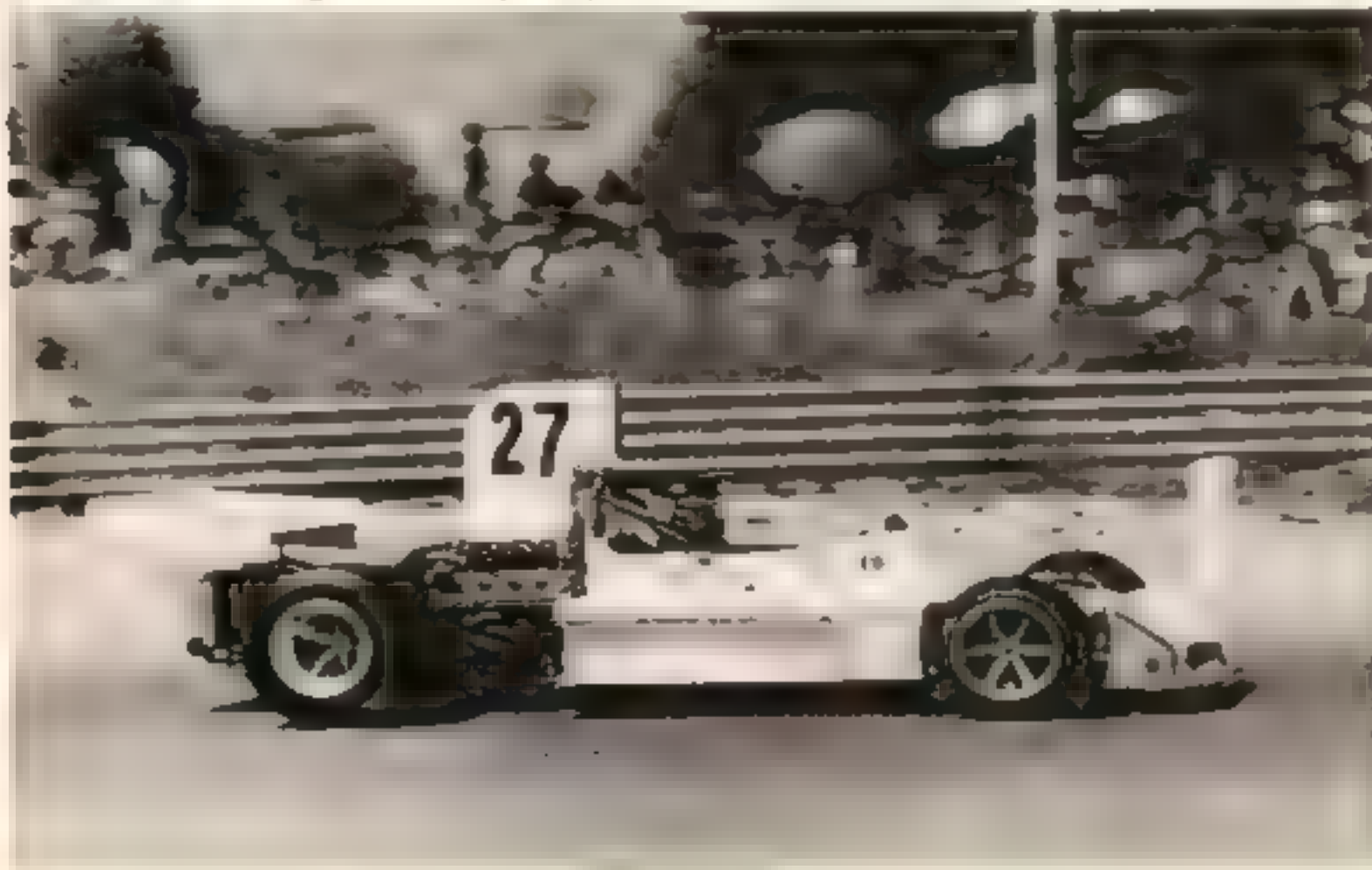
Another incredible motor race!

The McLaren was the fastest of the three types along the straight, which meant that even with a low neither the JPS nor the Tyrrell drivers could slipstream up alongside Scheckter. They did seem to be faster through certain of the twisty sections of the track—although not all—but it was not enough to scratch by. Peterson was trying all he knew how to try, even a straightforward drag race side by side out of the last turn up by the pits, but the Yardleymac simply shook off the challenge and pulled easily ahead. It wasn't on performance that anyone was going to pass young Jody. He was driving with astonishing control, very fast and hard and with kerb-climbing flash, but he was consistent. He looked completely unworried by the glowering eyes of so many stars in his mirrors. It wasn't by spooking that anyone was going to pass "Baby Bear," either!

Hulme was the first to go, dropping back suddenly on the 17th lap with a puncture—familiar damp story! Then two laps later it was Stewart's turn, as he let Fittipaldi slip ahead and finally stopped for a change. As with the McLaren it was a soft left rear, and once he'd changed it he was away again smartly in 13th place. Hulme, however, since he was stopped anyway, had both rear tyres changed to the same harder compound that Scheckter was using and resumed nearly at the back. But it so happened that he resumed right where he'd dropped out, that is right with the leading bunch, a full lap plus a few lengths behind—but in a near-perfect tactical position to come to the defence of his superb young team-mate. The only thing that could make it even more perfect a position was to be in front of the two Specials, and Denny set about that with renewed vigor.

Once Fittipaldi had gone ahead of Stewart, he closed up on his team-mate and, a couple of laps later, Peterson waved him on ahead. He had tried everything he could to take Scheckter, but his engine was still misfiring at over 10,000 on the straight and he thought perhaps Emerson might have the necessary fraction more urge. But there was someone else with more urge, and presently Hulme blew by as well. It was not any threat in

James Hunt drove a good race to pick up his first championship points for Hesketh Racing.





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overall positions, of course, for really the second M23 was a lap behind—but it had overcome half the problem facing the leading M23. Denny closed up on Emerson hard, right up his tail. What an unbelievably close race this was! And what a marvellous performance from a young man in only his third Grand Prix! One JPS had been replaced by another, this one with a world champion glowering from it, but Jody treated him as he had the other. And it must have helped a bit to see yet another world champion behind that, but on his side.

The BRMs, like most cars, were struggling round unhappily, and presently the leaders came across the slowest of them, Regazzoni's. Clay did pull out of the way when he could, but for a moment he split them apart and Jody suddenly had gained a second on Fittipaldi. Now we would see something . . . ah, within two more laps Emerson had caught back up and jammed his chisel nose right up right again.

Next BRM they came across was Beltoise's. They picked him up at the end of the straight too late for any of them to duck by going into the long, tortuous section at the east end of the circuit. The Frenchman unlike his Swiss counterpart did not simply move over, he held his line and maintained himself in front of them all the way through that section, perhaps a mile of track. As they all came round the long left hander towards the pits, and braked for the tight right hander on to the pits straight, the leaders were still in a nose-to-tail chain right behind the BRM.

Scheckter remarked later that he had decided that this was one corner where it wouldn't be possible to force a way by some one who didn't want to give way, that like the hairpin at Mallory Park both cars needed to use all the road available. There was a good long straight coming up in a few more yards. He could wait another second or two. So he settled on his normal line, but at a slower speed to match that of Beltoise's Fittipaldi.



Graham Hill's Embassy Shadow had its best GP to date in finishing 10th.

paldi apparently decided on the instant that his one and only chance had come. As the McLaren eased back, the JPS dived down to the inside. And rammed its left front wheel against the right side radiator pod of the M23.

In the next instant the McLaren rear wheel rode up over the JPS front wing, lifting it a good five feet up in the air. It came down again, and Jody collected himself quickly and tore it up the straight. Peterson and Hulme having gained hardly anything at all before he was moving. But it wasn't any good. Coming down left front foremost had over-stressed the suspension on that corner and the belly of the car was dragging the road. Around to the pits he drove his sled and came in for a face-to-face with Fittipaldi.

The JPS had torn its left front suspension apart, severing completely the lower wish-

bone, and Emerson could drive it only far enough away from the corner to be past the run-off area kerbing, away from immediate danger. Then he waked across the track and went looking for Scheckter.

There was our fabulous GP, all ruined. Hulme went on ahead all by himself, un-lapped now and doing the best race lap two laps from the end (1 m 50.99 s), leaving Peterson to settle into an oh-so-gentle drive to the finish. Really gentle—never have gear changes gone through so smoothly. Ronnie wanted to finish this race!

In the dozen laps of breathing space left we could take stock of what had been happening behind. Cevert found, soon after the start, that his engine was off song, and he could not keep up with the leading quintet. In fact he couldn't keep up with the next man either, and Reutemann passed him and went

Rear-shot of the leading battle in the order: Scheckter, Peterson, Stewart, Hulme and Fittipaldi.





**RACE** FRENCH GRAND PRIX

WEATHER HOT SUN DRY

LENGTH 54 laps of 3604 mile circ + 94.61 miles

CATEGORY	FORMULA 1 WORLD CHAMPIONSHIP ROUND 8
1	1977-78
2	1979-80
3	1981-82
4	1983-84
5	1985-86
6	1987-88
7	1989-90
8	1991-92
9	1993-94
10	1995-96
11	1997-98
12	1999-00
13	2001-02
14	2003-04
15	2005-06
16	2007-08
17	2009-10
18	2011-12
19	2013-14
20	2015-16
21	2017-18
22	2019-20
23	2021-22
24	2023-24
25	2025-26
26	2027-28
27	2029-30
28	2031-32
29	2033-34
30	2035-36
31	2037-38
32	2039-40
33	2041-42
34	2043-44
35	2045-46
36	2047-48
37	2049-50
38	2051-52
39	2053-54
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41	2057-58
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59	2093-94
60	2095-96
61	2097-98
62	2099-00
63	2101-02
64	2103-04
65	2105-06
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67	2109-10
68	2111-12
69	2113-14
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83	2141-42
84	2143-44
85	2145-46
86	2147-48
87	2149-50
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91	2157-58
92	2159-60
93	2161-62
94	2163-64
95	2165-66
96	2167-68
97	2169-70
98	2171-72
99	2173-74
100	2175-76
101	2177-78
102	2179-80
103	2181-82
104	2183-84
105	2185-86
106	2187-88
107	2189-90
108	2191-92
109	2193-94
110	2195-96
111	2197-98
112	2199-00
113	2201-02
114	2203-04
115	2205-06
116	2207-08
117	2209-10
118	2211-12
119	2213-14
120	2215-16
121	2217-18
122	2219-20
123	2221-22
124	2223-24
125	2225-26
126	2227-28
127	2229-30
128	2231-32
129	2233-34
130	2235-36
131	2237-38
132	2239-40
133	2241-42
134	2243-44
135	2245-46
136	2247-48
137	2249-50
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140	2255-56
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142	2259-60
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1394 10/1/44

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101 56 770

ENTRADA

NO	DRIVER	CAR	TEAM	TYPE	CHASSIS	ENGINE
1	E F F I T T I F A L D I	JPS FORD 720	JOHN PLAYER TEAM LOTUS	FE 4	WOOD	20 5
1T	E F F I T T I F A L D I	JPS FORD 720	JOHN PLAYER TEAM LOTUS	FE 4	WOOD	20 7
2	R P E T E R S O N	JPS FORD 720	JOHN PLAYER TEAM LOTUS	FE 4	WOOD	20 6
2T	R P E T E R S O N	JPS FORD 720	JOHN PLAYER TEAM LOTUS	FE 4	WOOD	20 8
3	J I C K X	FERRARI 312 B3	S P O FERRARI S E F A C	FE 4	WOOD	312 B3 01
3T	J I C K X	FERRARI 312 B3	S P O FERRARI S E F A C	FE 4	WOOD	312 B3 01
4	A M E R Z I A R I O	FERRARI 312 B3	S P O FERRARI S E F A C	FE 4	WOOD	312 B3 02
5	J S T E W A R T	TYRRELL FORD	ELF TEAM TYRRELL	FE 4	WOOD	006 1/2
5T	J S T E W A R T	TYRRELL FORD	ELF TEAM TYRRELL	FE 4	WOOD	006
6	F E E V E R T	TYRRELL FORD	ELF TEAM TYRRELL	FE 4	WOOD	006
7	D H U L M E	MCLAREN FORD M23	YARDLEY TEAM MCLAREN	FE 4	WOOD	M23 1
7T	D H U L M E	MCLAREN FORD M23	YARDLEY TEAM MCLAREN	FE 4	WOOD	M23 2
8	J S C H E C K T E R	MCLAREN FORD M23	YARDLEY TEAM MCLAREN	FE 4	WOOD	M23 3
9	A D E A D A M I C H	BRABHAM FORD BT 37	CERAM LA FASHUSSEN TEAM MRD	FE 4	WOOD	BT 37 2
10	E R E U T E M A N N	BRABHAM FORD BT 42	MOTOR RACING DEVELOPMENTS	FE 4	WOOD	BT 42 3
11	W F T T F A L D I	BRABHAM FORD BT 42	MOTOR RACING DEVELOPMENTS	FE 4	WOOD	BT 42 4
12	G H I L L	EMBASSY SHADOW DNI	EMBASSY RACING	FE 4	WOOD	DN 3A
14	I F J A R E E	MARCH FORD 72 2	STP MARCH	FE 4	WOOD	72 2 4
15	R W S E L L	MARCH FORD 72 2	CLAREN MORRISON OUTRE DUELACHER	FE 4	WOOD	72 2 2
16	G F O L L M E R	WIP SHADOW FORD DNI	WIP SHADOW RACING TEAM	FE 4	WOOD	DN 3A
17	J O L I N E R	WIP SHADOW FORD DNI	WIP SHADOW RACING TEAM	FE 4	WOOD	DN 4A
19	C R E G A Z Z O N I	BRM P 160 E	MARLBORO BRM	FE 4	WOOD	P 160 01
20	J F B E L T O S E	BRM P 160 E	MARLBORO BRM	FE 4	WOOD	P 160 02
21	N L A U D A	BRM P 160 E	MARLBORO BRM	FE 4	WOOD	P 160 03
21T	N L A U D A	BRM P 160 E	MARLBORO BRM	FE 4	WOOD	P 160 04
23	M H A I L W O O D	SHIRTES PNA TS 4A	BROCKE BOND ONO AND HALLER TEAM SHIRTES	FE 4	WOOD	TS 14A 04
24	C F A C E	SHIRTES PNA TS 4A	BROCKE BOND ONO TEAM SHIRTES	FE 4	WOOD	TS 14A 05
24T	C F A C E	SHIRTES PNA TS 4A	BROCKE BOND ONO TEAM SHIRTES	FE 4	WOOD	TS 14A 03
25	H G A N L E Y	ISO MARLBORO IR	FRANK WILLIAMS RACING	FE 4	WOOD	IR 02
26	H F E R A R C I O	ISO MARLBORO IR	FRANK WILLIAMS RACING	FE 4	WOOD	IR 01
27	J H I N T	MARCH FORD 73	HESKETH RACING	FE 4	WOOD	73 1 3
29	R V O N O P E L	PNA DN FORD MN	TEAM PNE DN	FE 4	WOOD	MN 01

RANKS		1964													
POS	NO	DRIVER	CAR	LAPE	TIME	DIFF	WHEELS	ENGINE	TRANSM	GEARBOX	PISTONS	VALVE	PLATE		
1	2	R F E RSON	JFS FORD 72D	54	4m 36.52s	1.57m	LOCK	PER. 4200	PER. 4200	PER. 4200	PER. 4200	PER. 4200	LUCAS		
2	6	F C E R	TYRELL FORD	54	42m 17.00s	1.56m	LOCK	PER. 4200	PER. 4200	PER. 4200	PER. 4200	PER. 4200	LUCAS		
3	0	C REUTEMANN	BRADHAM FORD BT42	54	42m 23.00s	3.50m	LOCK	PER. 4200	PER. 4200	PER. 4200	PER. 4200	PER. 4200	LUCAS		
4	5	J STEWART	TYRELL FORD	54	42m 23.40s	4.50m	LOCK	PER. 4200	PER. 4200	PER. 4200	PER. 4200	PER. 4200	LUCAS		
5	3	J ICKH	FERRARI 312 S3	54	42m 23.42s	3.46m	LOCK	PER. 4200	PER. 4200	PER. 4200	PER. 4200	PER. 4200	LUCAS		
6	27	J HUNT	MARCH FORD 73	54	42m 30.00s		LOCK	PER. 4200	PER. 4200	PER. 4200	PER. 4200	PER. 4200	LUCAS		
7	4	A MERZARIO	FERRARI 312 S3	54	43m 05.00s		LOCK	PER. 4200	PER. 4200	PER. 4200	PER. 4200	PER. 4200	LUCAS		
8	7	D HULME	McLAREN-FORD M2B	54	43m 06.00s		LOCK	PER. 4200	PER. 4200	PER. 4200	PER. 4200	PER. 4200	LUCAS		
9	2	N LAUDA	BRM P160 E	54	43m 22.28s		LOCK	PER. 4200	PER. 4200	PER. 4200	PER. 4200	PER. 4200	LUCAS		
0	12	G HILL	EMERY SHAWON	53			LOCK	PER. 4200	PER. 4200	PER. 4200	PER. 4200	PER. 4200	LUCAS		
1	20	J P BELTOSE	BRM P160 E	53			LOCK	PER. 4200	PER. 4200	PER. 4200	PER. 4200	PER. 4200	LUCAS		
12	9	C REGAZZONI	ARM P160 E	53			LOCK	PER. 4200	PER. 4200	PER. 4200	PER. 4200	PER. 4200	LUCAS		
3	24	C PACE	SURTES PMA 7514	51			LOCK	PER. 4200	PER. 4200	PER. 4200	PER. 4200	PER. 4200	LUCAS		
4	25	H GANLEY	SM MARLBORO R	51			LOCK	PER. 4200	PER. 4200	PER. 4200	PER. 4200	PER. 4200	LUCAS		
5	29	E VON FEL	ENGIN FORD MN	51			LOCK	PER. 4200	PER. 4200	PER. 4200	PER. 4200	PER. 4200	LUCAS		

[illegible]



PRACTICE 1			PRACTICE 2			PRACTICE 3		
NO.	DRIVER	TIME	NO.	DRIVER	TIME	NO.	DRIVER	TIME
5	STEWART	1m 48.37s	7	D HULME	1m 49.68s	8	J SCHECKTER	1m 49.18s
6	F CEVERT	1m 49.59s	8	J SCHECKTER	1m 49.97s	1	E F T T PALDI	1m 49.36s
2	R PETERSON	1m 49.45s	1	E F T T PALDI	1m 50.09s	2	R PETERSON	1m 49.64s
7	D HULME	1m 49.65s	5	J STEWART	1m 50.18s	7	D HULME	1m 50.08s
7	D HULME	1m 50.27s	2	R PETERSON	1m 50.64s	5	J STEWART	1m 50.09s
8	J SCHECKTER	1m 50.29s	10	C REUTEMANN	1m 50.75s	6	F CEVERT	1m 50.62s
5	J STEWART	1m 50.30s	6	F CEVERT	1m 50.93s	14	J P JARIER	1m 50.69s
1	E F T T PALDI	1m 51.00s	9	C REGAZZONI	1m 50.99s	10	C REUTEMANN	1m 50.88s
14	J P JARIER	1m 51.06s	2	R PETERSON	1m 51.06s	2	R PETERSON	1m 50.97s
3	J ICKX	1m 51.44s	4	A MERZARIO	1m 51.17s	23	M HALLWOOD	1m 51.17s
9	A DE ADAMICH	1m 51.53s	3	J ICKX	1m 51.70s	8	J SCHECKTER (M32)	1m 51.23s
4	A MERZARIO	1m 51.54s	21	N LAUDA	1m 51.78s	3	J ICKX	1m 51.48s
27	J HUNT	1m 51.63s	14	J P JARIER	1m 51.79s	4	A MERZARIO	1m 51.53s
24	C PACE	1m 51.88s	27	J HUNT	1m 51.81s	9	A DE ADAMICH	1m 51.65s
3	J ICKX	1m 51.92s	9	A DE ADAMICH	1m 52.21s	20	J P BELTOISE	1m 51.67s
11	W F T T PALDI	1m 52.14s	12	G HILL	1m 52.41s	12	G HILL	1m 51.70s
21	N LAUDA	1m 52.15s	11	W F T T PALDI	1m 52.43s	11	W F T T PALDI	1m 52.07s
16	G FOLLMER	1m 52.30s	20	J P BELTOISE	1m 52.67s	19	C REGAZZONI	1m 52.34s
20	J P BELTOISE	1m 52.66s	24	C PACE	1m 52.92s	21	N LAUDA	1m 52.70s
17	J OLIVER	1m 52.94s	23	M HALLWOOD	1m 53.01s	27	J HUNT	1m 52.94s
12	G HILL	1m 53.19s	7	J OLIVER	1m 53.03s	24	C PACE	1m 52.98s
23	M HALLWOOD	1m 53.21s	6	G FOLLMER	1m 53.42s	15	R W SELL	1m 53.20s
10	C REUTEMANN	1m 53.45s	25	H GANLEY	1m 54.15s	6	G FOLLMER	1m 53.54s
26	H PESCAREOLO	1m 53.56s	5	R W SELL	1m 54.63s	24	C PACE	1m 53.62s
24	C PACE	1m 53.71s	29	R VON OPEL	1m 55.55s	7	J OLIVER	1m 53.69s
25	H GANLEY	1m 53.87s	26	H PESCAREOLO	1m 55.58s	25	H GANLEY	1m 54.18s
19	C REGAZZONI	1m 53.94s	24	C PACE	2m 00.18s	26	H PESCAREOLO	1m 55.05s
15	R W SELL	1m 54.84s						
21	N LAUDA	1m 55.13s						
19	R VON OPEL	1m 56.61s						

100 CHART

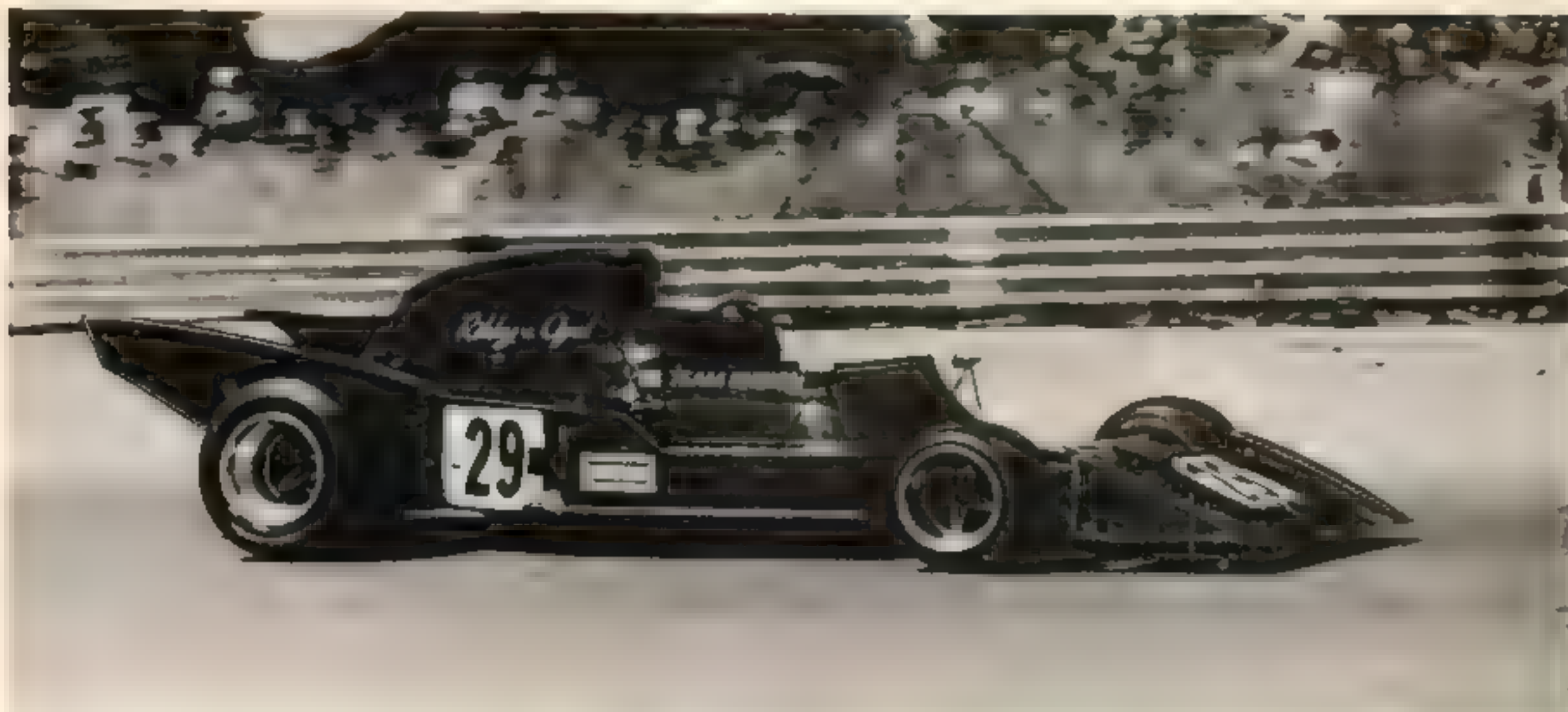
100 CHART

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100

1 E F T T PALDI	18 15 BELTOISE	5 J STEWART
1m 49.56s	1m 49.82s	1m 48.37s
2 R PETERSON	6 F CEVERT	7 D HULME
1m 49.45s	1m 49.59s	1m 49.68s
3 J ICKX	4 J P JARIER	10 C REUTEMANN
1m 51.44s	1m 51.06s	1m 50.99s
9 A DE ADAMICH	11 W F T T PALDI	23 M HALLWOOD
1m 51.53s	1m 52.14s	1m 51.17s
20 J P BELTOISE	27 J HUNT	24 C PACE
1m 51.67s	1m 51.70s	1m 52.98s
26 H PESCAREOLO	15 R W SELL	6 G FOLLMER
1m 55.05s	1m 53.20s	1m 53.54s
24 C PACE	21 N LAUDA	12 G HILL
1m 53.71s	1m 52.70s	1m 51.70s
25 H GANLEY	19 C REGAZZONI	11 W F T T PALDI
1m 53.87s	1m 52.34s	1m 52.07s
15 R W SELL	26 H PESCAREOLO	7 J OLIVER
1m 54.84s	1m 55.05s	1m 53.69s
21 N LAUDA	25 H GANLEY	24 C PACE
1m 55.13s	1m 54.18s	1m 52.98s
19 R VON OPEL	24 C PACE	23 M HALLWOOD
1m 56.61s	2m 00.18s	1m 53.01s







Treating it as a test session, Rikhi von Opel's Ensign finished 15th in its first-ever race.

on alone in sixth. Then, alone on the track Carlos threw it away with a quick spin at the pits-straight turn. When he straightened it out Cevert had gone by, and the Brabham was no longer able to reel in the Tyrrell. Well behind still was Ickx, the Ferrari behaving like a real pig for him, needing great handfuls of lock to stay on line, but towards the end of the race Ickx began to close on the Brabham ahead. The catalyst may have been Stewart, for he was battling back up through the field as hard as he could, in search of points if nothing else. As the last few laps reeled away all three men came together; Stewart managed to squeeze by Ickx (three points instead of two) but Reutemann refused to give up his third place. Six laps from the end, as he was crossing the last gap to the Brabham and was catching it at 1 or 2 s a lap, Stewart did his own best race lap (1 m 51.0 s), but he couldn't get by the Argentine driver once he'd come up behind.

Into sixth drove James Hunt, after a long race free both of trouble and excitement, for he was all alone all the way, far ahead of any group he on paper "ought" to have been with. One thing alone handicapped Lord Hesketh's young protégé—the new big aircoop came loose partway through and rather than wait to be black-flagged James veered the March from side to side until it fell off. It only cost him about 250 revs on the straight, he saw.

Another man to praise was—wait for it—Graham Hill. For a long time early in the race the Embassy Shadow was at the head of a furious string of cars, chief among which was the second Ferrari which had been carving up the charts from the back. Merzario was having a terrible time behind, shaking his fist whenever he wasn't trying some manoeuvre to get by, but Hill wasn't about to be put off by the likes of little Art. Still the Ferrari driver struggled, and at one point actually got alongside in the long left-hander before the pits—but he was on the outside and succeeded only in pushing himself far off line. So busy was he sorting himself out and waving his fist in the short bit before the right-hand 90, that he failed to guard against Wilson Fittipaldi who had been coming up from farther down the chart at an even greater rate, and who now slipped by coming out of the 90 and powered on ahead! The Ferrari fell back, gnashing its teeth.

F3 racer Brian Henton had been standing on the sidelines watching all this, and he was in raptures about the "new" Graham Hill. "They've been saying he's all washed up, but

look at him—he's driving like a man of 20!"

Hill's run flagged a bit later on for the same out of balance condition that had occurred in practice recurred at about half distance and later still a stay for the rear wing snapped. On the very last lap the Embassy Shadow fell into the clutches of the Beltoise Marlboro BRM, and JP actually passed—but on the straight with his wing awry GH had enough extra speed to get by again and save his 10th place.

There wasn't much but sadness for everyone else. Poor Wilsinho lost the value of his stirring drive up the lap chart when his throttle mechanism somehow deranged itself and began sticking shut. He retired after a pit stop when the crew noticed that anyway a drive-shaft boot had come apart and the V-joint must necessarily soon fail. A joint did in fact seize on Jarier's car for no good reason, and a half-shaft stopped de Adamich's run, while poor Wisell's engine went com-

pletely after a pit stop to fix a fuel leak. Pace stopped for a change of rear tyre and struggled unhappily on, but Hailwood stopped for good with the engine pouring oil out due it was thought, to the scavenge having failed. Pescarolo retired the Iso with overheating, but Ganley soldiered on to the bitter end despite a broken wing stay which he reported but did not fix in a pit stop. Follmer joined his unlucky mate Oliver in retirement when twice the car stopped dead suddenly on the circuit. The first time by climbing out and jiggling wires he got it going ("Let George fix it") but two laps later it quit again and so did he.

McLaren were so pleased with their race, despite its outcome, that there was almost a party atmosphere in their garage afterward. They are really right there at last. Sweden was no fluke, and their new-boy is a genuine star. If this F1 bubble lasts for another fortnight, Silverstone should be a fabulous race.

A memorable moment for Ronnie Peterson





# First, for the first time.



RONNIE PETERSON, INTERVIEWER OF THE MONTH, APRIL 1973

Announcing something we've very nearly announced a few times before.

Ronnie Peterson has won a Grand Prix.

Not almost won. Not finished a close second. But for the very first time, he's come first. In Sunday's French Grand Prix.

Of course, we're delighted.  
But not surprised.  
We're Texaco.

We make the ordinary Texaco petrol and Havoline oil that Mr. Peterson drives on.

And right now, we can't think of anything we'd rather be announcing than that Ronnie Peterson drove on Texaco to his first Grand Prix first.

Except, of course, that Ronnie Peterson drove on Texaco to his second Grand Prix first.





**Naught to a hundred: 6.5 seconds.**



**A hundred to naught: 3.7 seconds.**

## **If we can stop the Yardley McLaren this quickly, imagine what we can do for your car.**

Denny Hulme's McLaren M23 is fitted with a 465 bhp. engine which, with the help of a Borg and Beck clutch, takes it from rest to 100 m.p.h. in 6.5 seconds.

To stop it in around half that time, it's fitted with Lockheed brakes designed specifically to match its weight and performance.

There are also Lockheed brake replace-

ments (with a 12 month warranty) to match the weight and performance of very nearly every car on the road.

And chances are that includes the car you drive.

No matter what it is. No matter how fast it goes.

### **AP Lockheed Brakes**

Fit them and see how fast you stop.





Experienced French F3 man Jacques Laffite scored yet another easy win at Paul Ricard in the John Player/French Championship round supporting the Grand Prix. Both the two heats and the final were very disappointing and contained very little close racing. As at Monaco it was another bad meeting for British based runners, the only person to salvage anything was the Japanese Masami Kuwashima in the Reytan Racing March-Holbay who drove very sensibly in the final to take an excellent third place behind Pierre-François Rousselot's March. Alain Serpaggi (Alpine-Renault) was fourth with Bernard Beguin (Martini) and Jean-Pierre Paoli (Martini) fifth and six.

The two heats on Saturday were won by Laffite and Serpaggi, both races being as boring as the final. It has become fairly traditional in recent years to have a round of the major international F3 championship supporting the French GP, and this year although it was a late addition to the calendar, was no exception. The Ricard race attracted all the leading contenders from England for the John Player Championship, but unlike Monaco, most of the mid-field runners from Britain decided to give the race a miss. The most notable of the absentees from Britain was Damien Magee whose Brabham BT41 has been sold in Ireland although it was expected that the new owner would enter it for Magee in the Player rounds.

As well as the leading British contestants, obviously the cream of the French F3 circus turned up plus a few Scandinavians. The entry totalled 39 cars which were split up into two heats for practice purposes. They were then all lumped together and the grids for the two 16 lap heats, held on Saturday, were made up by taking alternate times.

Thus the fields for the two heats, run in extremely hot conditions, lined up as follows

#### Heat 1

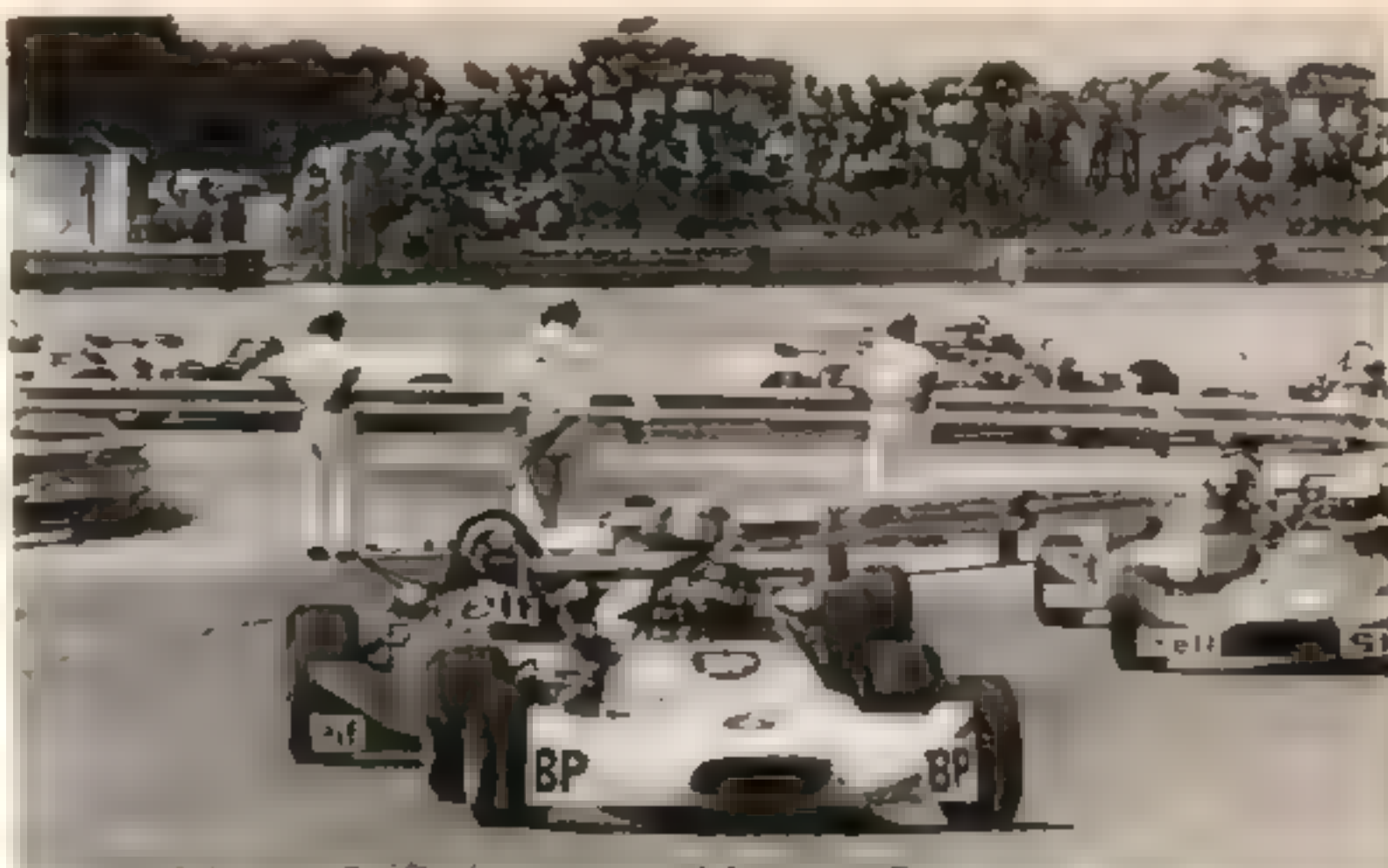
1. Ian Taylor (March-Holbay 733) 1:21.2	11. Jacques Laffite (Martini) 730 1:24.0
2. Jean-Pierre Paoli (March-Holbay Mk 12) 1:24.7	12. Pierre-François Rousselot (March-Holbay 733) 1:24.5
3. Masami Kuwashima (March-Holbay 733) 1:24.9	13. Johnny Gerber (Brabham-Vegantune) 1:24.8
4. Tony Brise (March-Holbay 733) 1:21.3	14. Christian Ethuin (March-Vegantune) 1:24.1
5. Brian Henton (GRD-Holbay 373) 1:25.0	15. Alan Jones (GRD-Holbay 373) 1:24.6
6. Randy Lewis (Brabham-Vegantune) 1:23.2	16. Cenny Ljungqvist (March-Holbay 733) 1:23.1
7. Ulf Svensson (Brabham-Holbay BT41) 1:24.0	17. Tschudi (March-Holbay 733) 1:23.8
8. Mike Tyrrell (English-Vegantune) 1:24.3	18. Rod Lichbach (GRD-Holbay 373) 1:24.4
9. Per-Olof Zetterstrom (Brabham-Holbay BT41) 1:27.0	19. W. Doetsch (March-Holbay 733) 1:23.5
	20. Gunter Koenig (Lous-BMW 89) 1:30.4

#### Heat 2

1. Michel Leclerc (Alpine-Renault A364) 1:21.5	11. Alain Serpaggi (Alpine-Renault A364) 1:21.0
2. Jean Ragnotti (March-Holbay 733) 1:21.8	12. Jean-Marc (March-Vegantune) 1:21.6
3. Alan Jones (GRD-Vegantune 373) 1:22.0	13. Bernard Beguin (March-Holbay Mk 12) 1:21.8
4. Heikki Tahvanainen (March-Vegantune Mk 21) 1:22.4	14. Alan Gledhill (March-Holbay Mk 12) 1:22.2
5. Philp A. Borge (March-Holbay 733) 1:23.1	15. Cenny Ljungqvist (March-Vegantune Mk 21) 1:22.9
6. Lucien Guillery (Alpine-Renault A364) 1:23.6	16. Larry Perkins (GRD-Holbay 373) 1:23.2
7. Bernard Chevannes (March-Holbay Mk 12) 1:24.2	17. Gunnar Nordstrom (GRD-Holbay 373) 1:23.9
8. Ken Sedgley (English-Vegantune LNI) 1:25.0	18. Wofgang Beutow (GRD-Holbay 373) 1:24.5
9. Philippe Munier (March-Holbay Mk 4) 1:27.3	19. Patrick Bouch (March-Holbay Mk 9) 1:25.9

\*Did not start

As expected times were very close. Jacques Laffite, who had his first F3 race back in the late '60s with a 1-litre car, continued his recent good form with his BP sponsored Martini-Holbay Mk12 to take pole position with a 1 m 21.0 s. (The race incidentally was on the short circuit, not the GP track.) Alain Serpaggi's Alpine-Renault was next up showing no signs of its Rouen exploits. Best placed Englishman was Ian Taylor's Chris Andrews entered Batty March-Holbay which was 0.4 s slower than Laffite. Of the other British based



In the hot sun on Sunday, Jacques Laffite's Martini leads Pierre-François Rousselot's March, with Bernard Beguin (4) and Jean Ragnotti coming into the picture

### PAUL RICARD F3

## Laffite yet again, but generally tedious racing

By IAN PHILLIPS

runners Johnny Gerber was best placed, ninth quickest, with the Ippokampos Brabham-Vegantune BT41. The car is now running Firestones instead of Goodyears and he had obviously benefited from private testing at the circuit for most of the week. Masami Kuwashima (Reytan March) and Alan Jones (DART GRD) were 11th and 12th the latter having flat level problems in his Vegantune engine but nevertheless quite happy. There was a chance that Jones would drive a new narrow GRD but after testing at Snetterton on Monday when he equalled his 373 times with the new car it was decided to leave the new car at home until Silverstone where its superior straight line penetration will come into its own.

Tony Brise was surprisingly low down in 15th place with the Kent Messenger March-Holbay suffering as much from cockpit trouble as anything else. Russell Wood was also well back in the Chequered Flag March suffering from a very poor Novamotor engine.

One very disappointing non-starter was the Cowangie Kid, Larry Perkins. His GRD was totally wrecked in a practice accident when a tyre went flat and sent him very hard into the Armco. Perkins was lucky to escape with a broken finger and a few bruises.

#### HEAT 1

It was Laffite who sat on pole for the first heat and he made a very neat start which gave him a handy lead into the first corner with Taylor, who had made a slow getaway, leading the rest of the field. Laffite made good use of his early advantage and almost immediately opened up a couple of seconds on Taylor who immediately drew clear of Rousselot's March, Paoli, Kuwashima, Gerber, Ethuin, Brise, Wilds, Henton, Andersson, Lewis, Tyrrell, Wood, Svensson, Doetsch and Zetterstrom.

Laffite extended his lead gradually every lap and a comfortable win never looked in doubt and eventually he won by 16 s. Taylor was also going well in second place keeping

two or three seconds clear of the small bunch behind him but at half distance, his engine went off and he lost power down the straight. Rousselot, Paoli, Ethuin and Kuwashima closed right up on him but it was not until the 14th and penultimate lap that Rousselot was able to get by the well driven Batty March. Ethuin who had moved up well from a tardy start was also able to get past Taylor on the same lap and took third with Taylor fourth. Kuwashima moved sensibly in the pack, showing a new found maturity and coolness which will make him a real threat very soon, and took sixth just ahead of Laffite's team mate Paoli. Just 1.3 s covered the second five cars while Gerber, who claimed to have gearbox trouble, was only a further 0.7 s down although he was never in contention. Brise and Wilds were both rather disappointing for no explicable reason and finished 0.1 s apart in eighth and ninth the Dempster man closing rapidly on the last lap. Also very disappointing was Russell Wood's 12th place the Chequered Flag man suffering giant engine problems throughout the weekend. Brian Henton was next to last having had three spins with his GRD after reaching 10th place at one stage. Luckily he put in a decently quick lap early on and easily qualified for the final.

#### HEAT 2

The second heat was as boring as the first. The two Alpines sat on the front row and with Serpaggi making an extremely good start, nobody else got a look in. Ragnotti was rather hairy getting away and nearly nipped in front of Leclerc but the Alpine man showed his class and coolness and moving unruffled into second place. From then on the two works Alpines drew away relentlessly from the rest of the field never more than a couple of seconds apart. Bernard Beguin clouted Alan Jones' DART GRD into the first corner and was able to make a break, soon getting past Ragnotti. He installed his Martini safely into third place which he held until the end.

The only interest in the race lay in the



quiet six car battle for fourth place. Ragnootti led for most of the early laps with Max, Dahlqvist Jones (with the corner slightly deranged after Begun's attempts to pass him) and Albers. Jones drove the works GRD very sensibly however with no heroics and moved up the bunch well to take the lead three laps from the end finally finishing 0.6 s ahead of the ragged Ragnootti. Max who with his experience should really be more competitive was a further 0.5 s down just ahead of Albers. Cudini moved up the field well in his Elf Martin. Holbay and caught and passed Dahlqvist two laps from home passing him by 0.1 s. Well behind them Gutteny's disappointing Alpine had a long drive with Lungfeldt while the rest of the field were well strung out behind. Of the other British contestants, Ken Sedgley was many laps behind in his Ensign having been involved in a three car spinnage on lap three.

The competitors for the 30 lap final lined

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## FINAL

Thirty cars lined up for the final on Sunday morning once more under a blazing sun. Things augured badly for the chances of any British success when Jones' engine refused to start on the dummy grid. By the time he had been pushed the flag had dropped and he was about two rows from the back instead of four from the front. Pole man Serpaggi made the best start and led for the first two laps from Laffite, Rousselot, Beguin, Ragnotti, Kuwahara, Taylor, Ethuin, Paoli, Brise, Gerber, Albert, Max Guillon, Wilds, Cudini, Anderson, Lewis, Jones and the rest.

Serpugg's lead went on lap three when Laflite just drove straight past him. From then on for the final 28 laps the BP Racing Martini never looked like losing. Eventually he won by 9.2 s. A fine but extremely boring

win.

Second place was fought for the majority of the race by Russell who passed Serpaggi on lap four. Leclerc and Beguin although they were running virtually nose to tail there was no actual fighting as just a case of follow my leader. Leclerc passed Serpaggi on lap 13 and held the place for five laps before having the first of two spins which dropped him to fifth and finally 11th. Russell was driving very well, reminiscent of his form two years ago, and never lost his second place from lap four to the end. Beguin dropped out of things in the second half of the race as Kuwahara and Pauls joined in. It was Kuwahara who was really the star of the race, driving with his head and consistently picking up places. After holding fourth place since Leclerc's first spin he edged nearer and nearer the others until three laps from the end, he made a big effort and put in his bid. He passed Serpaggi with no trouble and was right on Russell's tail at the flag, with Serpaggi fourth.

Beginn was fifth four seconds adrift with Paoli, who also moved up the field sensibly, sixth. Ragnotti and Albers had shadowed him most of the way but at no time did any of them threaten each other seriously. Johnny Gerber drove another good race and at last started to convince people that he has some sort of talent. He moved the works-run Brabham neatly through the field. He got up to 10th just after half distance before blotting his copybook slightly with a spin. What was admittedly a fairly odd track. He recovered quickly and with some very edgy driving made up the lost ground passing Eichen and a spinning Leslie in the process. Mike Smith-Brise had been in front of the Mexican at one stage but his weak steering made him lose the lead, undoing the rear roll-bar, made the car corner on three wheels and unhappily he slipped down the field. He eventually retired on lap 10 when Max, who should know better, rammed him and ripped the oil cooler off: the Martini man also retired. Mike Wild-

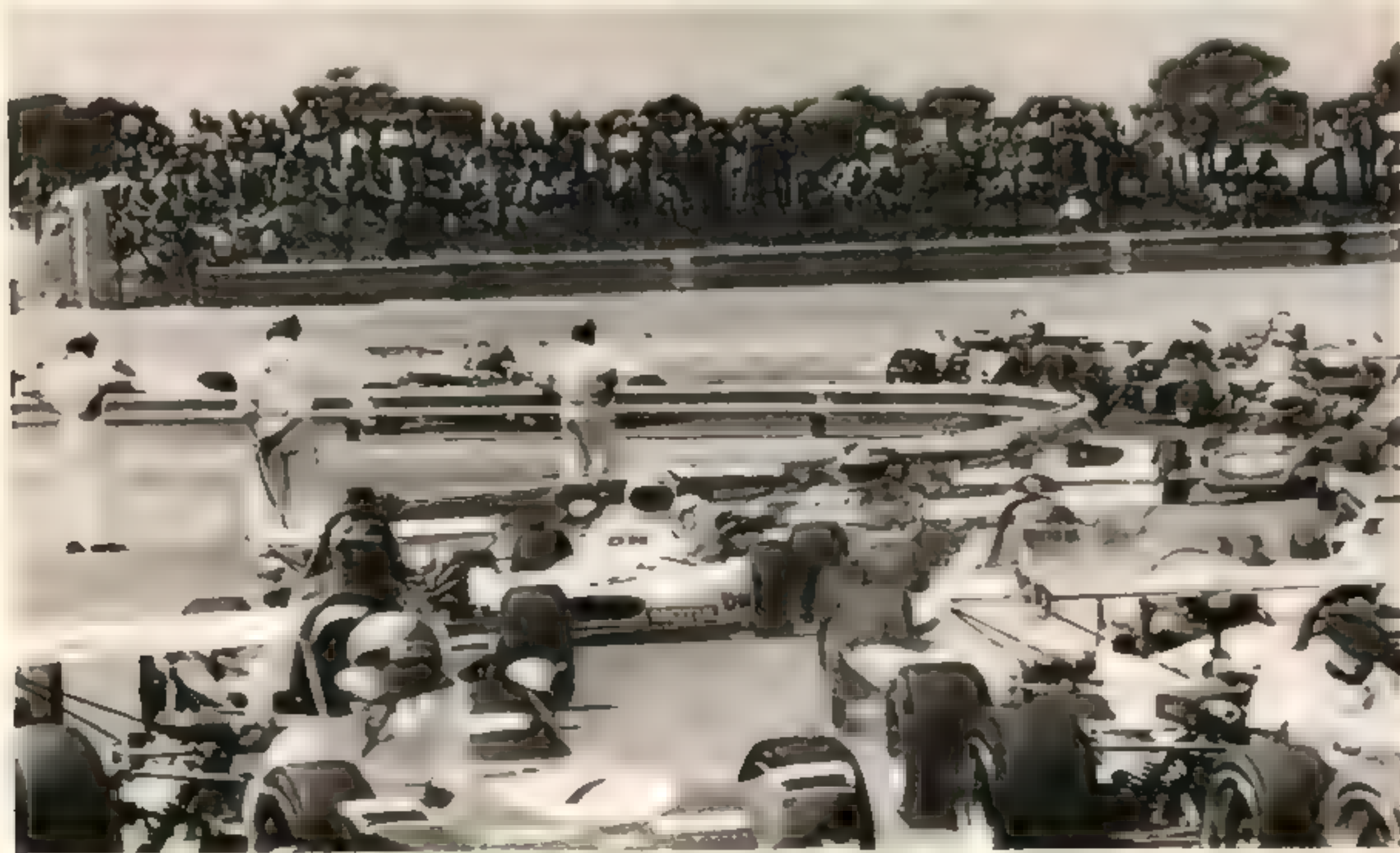
who had just passed Brise was caught out by the next me round and spun dropping to 12th. He did his best to make up the ground but only managed 13th behind Ludie.

Alan Jones and Russell Wood had been circulating in company with Woods after his spin, both in serious engine trouble. Jones eventually spun when 14th and then slowed dramatically in the final two laps as the engine started to chatter. He finished a very sad 2nd. Wood was no better off with his engine than in the heat and he soldered round to take 4th a couple of seconds ahead of Dahqvist. What of Ian Taylor? Unfortunately his nosecone was badly damaged in a first lap coming together and bits of fibreglass cluttered up the rear suspension. The car just did not handle and he rapidly dropped down the lap chart finally finishing 19th.

All that is a very boring race which has done nothing to improve the image of F3 at all. It appears that the change of regulations at the end of this year may bring an end to F3 in France as a Formula Super Renault is planned and is attracting big money from sponsors.

Teddies de France Panama 3  
 John Meyer round 37 apr 97 92 kms  
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Sunday, Jan 6. On the left, the difference: Raggett (1) leads Philippe Aubert (partial), Indian, and Jean Max (1). On the right, Christian Ethom leads Ian Taylor's Baty March and Tony Brice's Kent Messenger March (37) while Alan Jones (30) is also visible.





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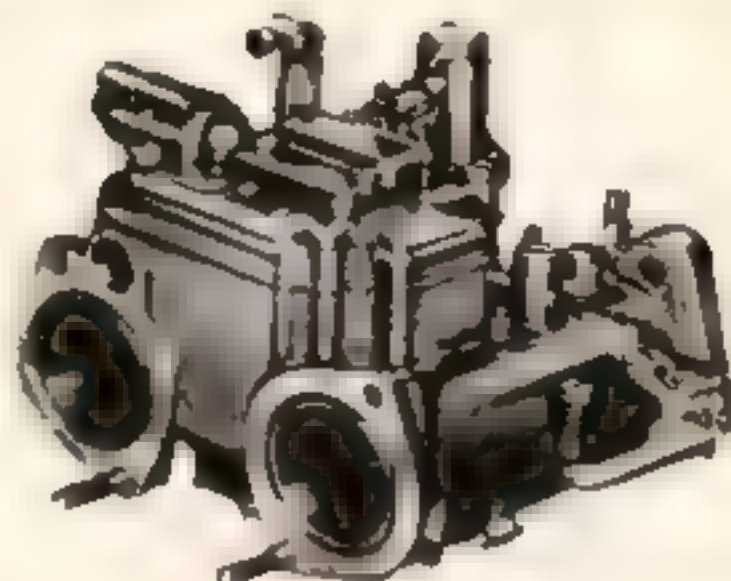
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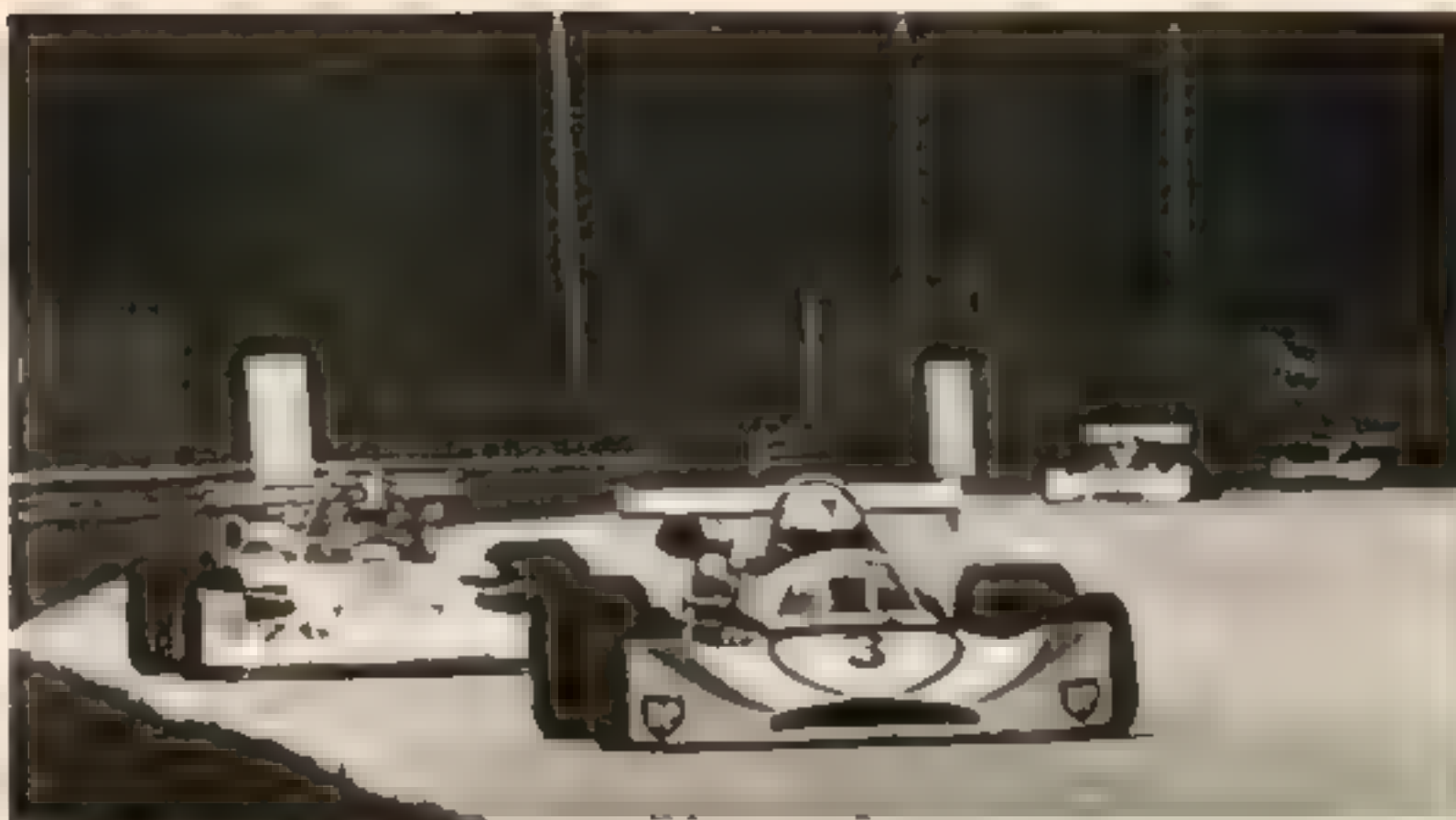
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Roger Williamson's March-BMW on its way to a 17 s win.

## MONZA

# Williamson's first F2 win

By IAN PHILLIPS

It was a great day for Roger Williamson at Monza last Friday; after having driven one of the best races of his single-seater career he scored a convincing 17 s win in the F2 Monza Lottery. Having set pole position with the Wheatcroft March-BMW (for the second time in two meetings) he scored a fairly comfortable and easy win in the first heat. At the start of the second, however, he was pushed off by Vittorio Brambilla's rock-apo tactics and set off last from the first corner. Patrick Depailler, who finished second in the first heat some 11 s adrift, led by nearly treble this margin, but Williamson with a fantastic display of level headed, determined and rapid driving fought his way up the field and took the lead with six laps to go. His enthusiasm got the better of him almost immediately though and he had to miss a chicane. However, with very little time lost he re-caught the Elf and took the lead four laps from home finally winning by five seconds. Depailler had a high-speed misfire for most of the race but even he admitted there was nothing he could do about the flying March.

Of the other leading contenders only Jacques Coulon and Derek Bell finished, third and fourth overall respectively, as Jochen Mass and Vittorio Brambilla had accidents and Colin Vandervell's engine blew up comprehensively.

It is too late for Williamson to be able to feature in the championship now with races being cancelled all the time but perhaps the most interesting thing left to happen in F2 this year is a straight race between championship leader Jean-Pierre Jarier (who was not at Monza) and Williamson; it probably will not happen until August but it will be worth waiting for.

Incidentally the only sad part of the meeting was that Tom Wheatcroft could not be present to see his protege's first ever F2 victory.

## ENTRY & PRACTICE

The Monza Lottery F2 race was scheduled for its now traditional mid week running to coincide with one of the many Italian national holidays. Coming just four days after Rouen and clashing with the first day of practice for the French GP it was not surprising that the entry was rather thin. The official list contained some 40 odd entries but this seemed pure speculation on behalf of the organisers who were only prepared to start 20 in any case. As it turned out 21 people turned up although some of them were of doubtful F2 quality. Practice was held in two 30-minute sessions on Thursday which was very hot and sticky.

Sitting on pole position for the second time in two outings with the brand new Wheatcroft March-BMW was Roger Williamson. After his engine failure at Rouen the team had been to Munich to pick up and fit a new engine, reputed to be giving 274 bhp, and they arrived at the circuit halfway

through the first session having driven non-stop through the night. Although Williamson had never seen Monza before he managed just three flying laps in that first session and wound up third fastest! "I was so sleepy I could not find any corners!" In a further nine flying laps in the afternoon he went even quicker and ended up with a time of 1 m 42.2 s which gave him pole position by 0.14 s. At no time in the session did he get a tow so he was quietly confident of going even quicker. Although he thought that the car was no quicker in a straight line than any of his serious rivals the real advantage seemed to be gained under braking for the two chicanes and acceleration coming out. He dinged a front wheel badly which, it was discovered too late to remedy, also deranged the right hand front suspension and front bulkhead.

Next up on 1 m 42.56 s was Vittorio Brambilla in his Beta Tools March fitted for the first time with a Schnitzer BMW engine. Having forsaken Rouen, Vittorio, this year's most

consistent finisher in F2 races, was really determined to do well on his home ground. It took him a long time to get going really quickly but after smashing a rear wheel he started trying hard towards the end of the final session and surprised one or two people with his speed. The Schnitzer engine seems to rev much higher than the works mills giving off a really piercing note and seems to have just as much power.

Third quickest and off the front row for the first time this year was Jochen Mass in the Matchbox Team Surtees Surtees-Finn TS15-Hart. Mass, who has been driving so well recently, was easily quickest in the first session and after a few laps in the afternoon he sat on the pit wall confident of pole position. Suddenly just before the end the Surtees camp realised that other people had gone quicker so Jochen was hurriedly sent out again. He managed just three timed laps the best of which was 42.95 s. With the times so close and with the prospect of a big allstreaming race the grid position was not entirely relevant but Jochen wanted to be on the front row. There had been a slight handling problem with the TS15 over the bumps of Monza and some harder springs were fitted for the 15 m unofficial session on Friday morning which cured the fault. Just 0.3 s slower than Mass was Jacques Coulon in the Antar-sponsored March-BMW which was still being tended to by Brian Lewis Racing. Although the Frenchman never seemed entirely happy his 1 m 42.98 was an extremely respectable time.

Colin Vandervell would undoubtedly have been much quicker but he had to sit out most of the second session after his March-BMW had received rear end damage at the first chicane. Although he was second quickest in the morning session Vandervell still had the vibration trouble which affected him at Rouen and was none too confident that the transmission would stand up. When the clutch was removed after Rouen, it was found to be completely wrecked, a new one was fitted for the first session but the vibration still continued so the one which was used at Hockenheim and gave no trouble was fitted which cured the problem. When the accident occurred he had got down to 43.43 s. The shunt was inexplicable, Colin said that had he made a mistake he could have gone straight on up the escape road but the car just swung round as it vibrated under braking and the rear caught the armco damaging the wing set up and the oil tank and cooler. He was none too confident about the engine lasting either as it was doing its fourth race; a spare was at the airport but unreleased because of the holiday.

Patrick Depailler missed the whole of the second session when his Elf Coombs Alpine Elf Hart suffered yet another gearbox failure. Trouble fitting a new box meant that he had to be a spectator as the others improved their times. His 44.70 s set in the morning was still sixth fastest however, and it was the thought of him lurking on the third row which really worried the front men. The gearbox was finally fitted in time for the unofficial session and in no time at all Depailler was down in the low 43 s bracket.

Derek Bell was back in the second works Surtees-Hart TS15, the car which Jose Dolhem drove and shunted at Rouen. As a seasoned Monza campaigner his 44.79 s was a little disappointing although he spent 30 m stranded on the circuit when he ran out of petrol. Tino Brambilla was the next man up nearly a second slower than Bell in his old March 712 now converted to take a Schnitzer BMW engine. His 733 is still not back together following his Nivelles accident but Tino, who probably knows Monza better than anyone, was quite happy with his 45.40 s especially as he received a fresh screamer BMW unit before the race. Italian F2 newcomer Gabriele Serblin was next up on 45.83 s. Serblin, who had impressed many people with his handling on a March-BMW 735 sports car this year was at the wheel of Andrea de Adamich's Fina Brabham-Hart BT40, Serblin being a Fina sponsored driver. De Adamich was on hand for the first session of practice and in fact did a few laps in the car before departing for the French GP.



Serblin was certainly impressive with his handling of the car and it would be interesting to see him in it again. Hiroshi Kazato was making his first ever visit to Monza with the singleton team Nippon GRD 273 fitted with a Racing Services rebuilt BDG. After damaging a nose early on in the first session he got going better in the afternoon to do a 1 m 46.02 s but was not at all happy with the power that the BDG was giving. Also BDG powered was Silvio Moser's Marlboro Surtees TS10/18. He suffered a cracked engine frame and missed much of the second session and failed to better 1 m 46.29 s. Bill Gubelmann missed out Rouen while awaiting a new BMW engine for his smart Woolfence March. With it fitted he gave his best performance to date in F2 getting down to a 1 m 46.83 to make him 12th fastest.

Brett Lunger was another who missed out the second session. A fresh Geoff Richardson converted Breadspeed BDA arrived in the morning but required a great deal of replumbing in the semi-works Chevron B25 so after setting a 46.97 s in the morning with the underpowered 1930 Smith engine Brett had to make do with a lowly grid position. McInerney was delighted with the power from his ex-Williamson Cosworth BDG which replaced the Racing Services engine in his GRS run GRD 273. He managed a 1 m 47.04 s after making a mess of a rear wheel early on in the afternoon. François Migault turned up with his now privately run Ecurie Elmat Pygmée MDB18. Thankfully the dreadful misfire which annoyed everyone at Rouen disappeared from the Racing Services BDA and Migault was much happier recording a 47.45 s. A BDG was fitted overnight in time for the race. The mysterious and ancient looking "Shangry La" turned up again in his ex-de Adamich Etienne Ainger sponsored Surtees TS10 Novamotor and trundled round unobtrusively in 1 m 48.98 s. Robert Salisbury brought the Gerard Racing Surtees TS15 fitted with an ex-Hesketh Brian Hart built BDG. After doing 1 m 51.83 s in the morning he had to miss the rest of practice while the flywheel was bolted back on to the engine. Swiss amateur Georges Schaefer seems to specialise in buying up ancient F2 chassis. Following his McLaren M4A and Chevron B18 he arrived at Monza with an ex-works Pygmée MDB17 fitted with a Smith BDA. After spewing out all the oil early in the morning it did a few more laps in the afternoon, the best of which was 1 m 52.77 s. British hillclimber Bob Marsland enjoyed his first taste of F2 at Nivellais and brought along his Brabham BT36 Hart on his way to the Trento Bondone hillclimb and did a 1 m 55.70 s. Unknown Italian Ettore Ricci turned up with an ex-Brambilla March 712-Novamotor which looked scruffy and went slowly; his best lap being 1 m 58.14 s. The Swiss Jo Vonlanthen only managed one lap of official practice before the Smith BDA in his GRD blew up. He was unable to replace it in time for the afternoon and his 2 m 26.12 s was obviously the slowest and put him 21st and first reserve on the grid.

## HEAT 1

The first of the two 20 laps heats did not start until four o'clock on Friday afternoon, by which time the sun was really high in the sky and it was sweltering hot. All 21 cars that had practised did the warm up lap behind a pace car before forming up on the grid. Coulon went straight into the pits with an electrical problem and was not in place when the grid was flagged away so Vonlanthen was able to start. He didn't get far though as when he applied the brakes for the first chicane the pedal went to the floor and his GRD went straight on through a catch fence, then some straw bales and on to the disused banked track before stopping.

Through the first chicane it was Brambilla who led—fractionally—from Williamson, Mass and Depailler. In the middle of the field there was mild chaos as somebody nudged Serblin up the kerb and he lost his nosecone and retired immediately. Coulon started about 30 s behind from the pits while Migault was pushed away from the grid with a broken

oil pipe on his new engine.

At the end of the first lap Vittorio, who had anticipated the start by a couple of lengths, had a few lengths lead over Mass who had Williamson trying to squeeze down the inside into the chicane. Slightly farther back was Depailler with Vandervell glued to his tail and then already well back was Tino B. with Bell and Moser shadowing him. Lunger and Kazato were fairly close behind while Gubelmann, Salisbury, Schaefer, Ricci, Marsland, Coulon and a clutchless McInerney completed the field.

Vittorio B. seemed to hold his three or four lengths in the lead for a few lap as Williamson really gave Mass some stick. Going into the first chicane for the fifth time though Roger, coming up the inside line, left his braking later than ever, twitched slightly as he hit the new surface, and shot past Mass. There was no way Williamson was going to play any waiting game with Vittorio however, he wanted the front place. Having passed Mass he closed up with Jochen on his tail just waiting. When Williamson got on the tail of the Italian March he tried first one side then the other lap after lap at every opportunity—a brave thing to do against such a man. It paid off though on lap 11, a lap of dramatic change in all the leading places. Going into the second chicane Williamson mentally tightened his crutch straps a little bit more, got alongside. They both braked, both twitched and the normally belligerent unforgiving Brambilla had met his match. He had to let the Wheatcroft car through, and he never smelled it again as when they arrived at the first chicane next time round Vittorio went straight on and restarted well back. Mass had been sitting right behind the two Marches not letting them get away at all but as Roger passed Vittorio, Jochen came out of the second chicane too tight, slid wide and the car spun round and into the barrier wrecking one side. This elevated Depailler who had been a steady couple of seconds behind in the rather twitchy Elf to third which became second when Brambilla had his non-sense. Vandervell, who had been shadowing the Frenchman, also went out on lap 11 when his BMW engine put a rod through the side and ended his unhappy meeting.

So by now, lap 11, the field had thinned drastically as other people dropped out farther back. Coulon, unhappy because he had a rev-limiter which caused his late start, drove really well through the field and on lap 11 caught and passed Tino B. into fourth place. Bell was next up a long way down but catching, after he had committed an indiscretion (actually it was more like discretion) at the second chicane; entering it at no more than 20 mph Derek thought it just a little unwise to try to get through on his line and took the escape road rather than bend it. He then had Kazato on his tail although his lack of power meant there was no way of getting

past. Bell too was losing precious horses as the engine overheated badly. Gubelmann had moved up well and was only a couple of hundred yards behind Kazato but he was only destined to have one more lap before a wire to the fuel pump broke. All the rest led by McInerney were lapped. This only included Schaefer, Ricci and Marsland. Of the retirements Lunger had moved up to seventh and was going well until on lap seven the engine went bang. This just after he passed Moser who only lasted another half lap before attempting to climb through the first chicane instead of driving through it. He got five feet in the air but not much farther. Salisbury had retired, not unexpectedly, on the second lap when 11th as the flywheel bolts cried "enough" once more.

After the all-change lap 11 there was little further drama. Williamson with a good 11 s over Depailler dropped the revs a little as the engine got a shade hot, and braked a little earlier and cruised home a comfortable winner. Depailler, misfiring at high speed due to injection problems, was unfustered in second although Vittorio, locking brakes almost every lap closed the gap a little bit. Coulon could not hope to get any higher than fourth after his sensibly rapid drive which gave him a good margin over Bell who had his work cut out to keep the persistent Tino B. behind him. Kazato was the last unlapped runner. Marsland finished two laps down while McInerney was four behind having made a pit stop when the drive disappeared altogether on a couple of

## HEAT 2

Just 11 cars came on to the grid for the second heat; Gubelmann, Ricci and Vonlanthen rejoining the fray, the latter with much borrowed bodywork and an extensively repaired front end. McInerney, who was still running at the end of the first heat, did not reappear as the clutch could not be changed in time.

One or two people wondered after the start of the first heat whether or not pole position was on the wrong side of the track and the start of the second heat proved it with very dramatic results which turned what looked like being a boring event into a very exciting one. The car on the outside of the grid has the inside line for the first chicane and providing he makes a good start and keeps level with pole man down the short straight he gets through the corner first. This is exactly what Depailler did as Williamson made a cautious start. Roger had bargained on Depailler getting through first but what he had not reckoned on was Vittorio Brambilla making it three abreast as he came from the second row between the March and Elf. As Williamson went to turn into the chicane

François Migault's Pygmée (seen in practice) suffered a broken oil pipe on the grid.





## Consideration for participants required

Along with the majority, if not all, of our clients—and we can probably speak for all involved in international motor racing—we are sick and tired of the CSI's last minute decisions on whether or not a race takes place. The latest in a long line of last minute cancellations was Zandvoort Formula 5000. As a result neither Chris Craft nor Guy Edwards was able to take up a second option at Vila Real, where both had entered on the understanding that they would only compete if Zandvoort were cancelled or their F5000 cars not ready in time.

Both Crowne Racing and Barclays International had extremely favourable financial agreements in Portugal, and providing sufficient notice were given, both could easily have been in Portugal for the race. As it was,

when final notification got through to Keith Greene and Peter Gaydon (respective managers), the cars were in bits and participation impossible.

It is high time the already high-handed activities of many of those bodies controlling motor sport in Europe started to think of the competitors a bit, for without them they would certainly not be sitting in their leather chairs behind vast, polished mahogany desks. The CSI should without delay make provision for all circuit inspections held before scheduled races to be completed within one month before the race in question, with no provision for last minute completions (shades of Zolder). Moreover, an organiser should be obliged to give at least one month's notice of cancellation (shades of two recent F5000 and one F2 fixtures), and after that only cancel his race in face of extraordinary circumstances, of which lack of finance to run the race should not be one.

A little more consideration from those who

govern and organise motor sport would, I am sure, be highly appreciated by all those competitors who at present seem like pawns being shoved around the chess board by the Kings and, dare I say, Queens from their lofty towers.

LONDON, SW1 PAUL B. WATSON  
Director, Motor Race Consultants

## Fine effort from the BBC in Sweden

Not too long ago, there was a lot of correspondence regarding the lack of television coverage of motor racing. Surely the recent edition of BBC 2's Wheelbase programme showing the Swedish Grand Prix was one of the finest efforts ever to be shown, and I am sure that other race enthusiasts who

sections as he demonstrated in the paddock with his hire car afterwards. The lap which Williamson made up the final few seconds Depailler in fact clouded the first chicane which slowed him considerably, unfortunately it coincided with Williamson's fastest lap of the heat at 1 m 42.2 s (which surprisingly was a full 1.2 s slower than his best in the previous heat).

Nothing else really happened in the race, Coulson went steadily round and took a safe third both in the heat and overall. Tino B had held fourth but his battery fell off so he quit. This should have let the very hot Surtees of Bell up a place but it had lost so much power that Gubelmann took over fourth which he held until the end. It was good to see the Atlantic champion at last becoming competitive in F2. Bell struggled on until he pitted briefly on the 16th lap to have a punctured tyre changed. He was so far ahead of next man Vonlanthen that it did not alter his placing at all; because of Gubelmann's first heat troubles Derek got fourth overall. Kazalo took fifth overall but was three laps down in the second heat having stopped to change plugs. The only other finisher was Ricci who had been involved in a long dice with Marsland before the latter's engine blew up. Nevertheless the British man's total number of laps completed in the two heats rewarded him with sixth place and a championship point.

What of Vittorio Brambilla? You may well ask. His March-BMW came to what many people considered to be a just end when a front wishbone, weakened by much chicane clouting, let go at Lesmo and sent him crashing into the barrier comprehensively crumpling the car although the driver was unhurt.

| Grand Prix de la Laiterie D. Manca            |   |       |    |        |      |   |   |   |      |
|---|---|-------|----|--------|------|---|---|---|------|
| European F2 championship supplementary round  |   |       |    |        |      |   |   |   |      |
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| 3   | W | Amico | Ma | N. BAW | 73.2 | 1 | 4 | 4 | 36.1 |
| 4   | W | Amico | Ma | N. BAW | 73.2 | 1 | 4 | 4 | 36.1 |
| 5   | W | Amico | Ma | N. BAW | 73.2 | 1 | 4 | 4 | 36.1 |
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| 46  | W | Amico | Ma | N. BAW | 73.2 | 1 | 4 | 4 | 36.1 |
| 47  | W | Amico | Ma | N. BAW | 73.2 | 1 | 4 | 4 | 36.1 |
| 48  | W | Amico | Ma | N. BAW | 73.2 | 1 | 4 | 4 | 36.1 |
| 49  | W | Amico | Ma | N. BAW | 73.2 | 1 | 4 | 4 | 36.1 |
| 50  | W | Amico | Ma | N. BAW | 73.2 | 1 | 4 | 4 | 36.1 |
| 51  | W | Amico | Ma | N. BAW | 73.2 | 1 | 4 | 4 | 36.1 |
| 52  | W | Amico | Ma | N. BAW | 73.2 | 1 | 4 | 4 | 36.1 |
| 53  | W | Amico | Ma | N. BAW | 73.2 | 1 | 4 | 4 | 36.1 |
| 54  | W | Amico | Ma | N. BAW | 73.2 | 1 | 4 | 4 | 36.1 |
| 55  | W | Amico | Ma | N. BAW | 73.2 | 1 | 4 | 4 | 36.1 |
| 56  | W | Amico | Ma | N. BAW | 73.2 | 1 | 4 | 4 | 36.1 |
| 57  | W | Amico | Ma | N. BAW | 73.2 | 1 | 4 | 4 | 36.1 |
| 58  | W | Amico | Ma | N. BAW | 73.2 | 1 | 4 | 4 | 36.1 |
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| 70  | W | Amico | Ma | N. BAW | 73.2 | 1 | 4 | 4 | 36.1 |
| 71  | W | Amico | Ma | N. BAW | 73.2 | 1 | 4 | 4 | 36.1 |
| 72  | W | Amico | Ma | N. BAW | 73.2 | 1 | 4 | 4 | 36.1 |
| 73  | W | Amico | Ma | N. BAW | 73.2 | 1 | 4 | 4 | 36.1 |
| 74  | W | Amico | Ma | N. BAW | 73.2 | 1 | 4 | 4 | 36.1 |
| 75  | W | Amico | Ma | N. BAW | 73.2 | 1 | 4 | 4 | 36.1 |
| 76  | W | Amico | Ma | N. BAW | 73.2 | 1 | 4 | 4 | 36.1 |
| 77  | W | Amico | Ma | N. BAW | 73.2 | 1 | 4 | 4 | 36.1 |
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| 99  | W | Amico | Ma | N. BAW | 73.2 | 1 | 4 | 4 | 36.1 |
| 100   | W | Amico | Ma | N. BAW | 73.2 | 1 | 4 | 4 | 36.1 |

Brendan McInerney's GRD made a pit-stop on the first heat before finishing ninth

Brambilla was alongside him and made no attempt to take the corner at all. The two cars touched and shot down the escape road as Depailler went off into the distance. Brambilla was at the exit gate first but they had to wait for the whole field to file through and go past the escape road exit before they could carry on. Thus the two tail enders were Brambilla and Williamson a long, long way behind Depailler. Williamson's 11.03 s cushion from the first heat was demolished at least three times over. Who could stop Depailler? Answer: Roger Williamson. As he proved so many times in F3 Roger is at his best when coming from behind. At the end of the first lap Depailler was already well ahead of Coulson, Bell, Tino B. Gubelmann, Kazalo, then guess who, Williamson, tailed by Brambilla, Vonlanthen, Ricci and Marsland.

Depailler just went on pulling away in the lead as Coulson established himself in a comfortable second as all the action happened behind. On lap two Tino led a five-car bunch with Bell, Gubelmann, Williamson and Vittorio close behind. Next time round Roger had passed them all but Tino while Vittorio did his cabaret act again at the chicane dropping well back once more. Williamson left Tino standing round lap four to take third place. It took him a lap to catch Coulson and a further lap to pass him.

On lap six he was second and reduced the lap to Depailler to 10.3 s; his overall lead was intact by 0.67 s. Depailler was of course well aware of the situation and on lap six and seven he opened the gap to 10.7 s and 10.8 s respectively. Roger got it back to 10.6 for

laps eight and nine. On lap 10 it was down to 9.8 s then 9.0 s. His overall win looked much safer but the chances of another heat win looked remote, or so you would have thought. Next time round he did not reduce the gap by a mere 0.5 s but by 0.4 s, they were just 0.8 s apart. Lap 13 and it was 0.3 s, then back to 0.4 s, but the March was already surveying the outside line past the pits. On lap 15 Williamson gave all he'd got as they approached the first chicane. He drew a, upside just before his braking point, but he didn't brake then, Depailler did though and the March nipped in front. Williamson jumped on the brakes, the March twitched first in a way then the other; Roger almost turned into the corner but then thought better of it and went down the escape road. Having made up his mind to take the latter course he just drove straight for the exit barrier the frightened marshal raised it with no hesitation and he was back in the race sitting on Depailler's tail, having lost no more than three car lengths. He took it a little more gently next time allowing Depailler to go through first but he was well placed and just drove past the Elf round the back of the circuit and arrived next time round with a 2 s lead which he increased to 5 s before taking the chequered flag for the second time in the day a highly deserving and delighted winner.

Poor Depailler had to play bridesmaid once again. He had his problems though; as in the first heat the fuel injection had been playing up giving him a high speed misfire which made the car do odd things on the fast



# Correspondence

saw the programme will agree with me that it deserves some acknowledgement

As compared with the majority of Grand Prix coverage, where the cameras just seem to follow the leaders in the most monotonous fashion, the Swedish was made thoroughly concise and interesting by using varied camera angles, showing the progress of the rest of the field as well as the front runners, pit stops, pre-race interviews by Barry Gill, as well as driver commentary being run over film of himself on the track

Thank you, BBC, for making a great effort towards the greatest sport in the world  
RHYL, FLINTS ROBERT W HEWITT

## Problems of watching at Grand Prix

I would like to comment on Mr Turner's letter (Autosport, June 21), regarding conditions at Continental Grands Prix. He hopes that all Continental GPs are not like this year's at Zolder. Perhaps to some extent some of them are. Let me take the letter in two parts: fences and paddock transfers

There are high fences in front of the stands at the Nürburgring, Silverstone and Spa (unfortunately no longer running the Belgian GP). I cannot recall if there are such fences at Zandvoort, but with the improvements that the Dutch circuit has recently undergone perhaps this is now the case. At the Fives at Le Mans there is a high fence on the inside of the circuit

A price of £7.50 for a paddock transfer seems ludicrous to me (especially at a place like Zolder which I feel is hardly suitable for a Grand Prix in the first place). I believe Silverstone is charging £2.50 for a paddock transfer at the John Player Grand Prix on July 14. At last year's 1,000 km at Spa a transfer was in the region of £4. However, at last year's German Grand Prix at the Nürburgring I was unable to purchase a transfer as they were not on sale to the general public. A special pass was needed. The reason for this was because admission to the paddock was controlled by the German police

Finally, I have found the majority of Continental crowds fairly well behaved, although I cannot comment on the Italians, but would suspect that it is more over-enthusiasm than misbehaviour. I wish Mr Turner better luck on his next visit to a Grand Prix, and hope that he will not be put off by what he saw at Zolder

STANMORE, Mdx

J D UPTON

## 2-litre racing wanted

It seems a real pity that the very high standard of 2-litre sports car racing is unappreciated by the powers that be in England, especially considering the large scale of British participation. Last year I saw both the 2-litre and Inter serie races at Silverstone and I know which I preferred. I know that the small cars are supposed to lack spectacle but possibly a combined sports car and F5000 meeting would be the answer

Inter serie has improved out of all recognition but this year's entry at Silverstone looked good only in the paddock. Possibly the organisers might let us know the economic realities of my idea but from the entrants' point-of-view only the Edwards/Barcleys/Cola team would be directly involved in both races with the need for extra personnel, etc

OAKHAM, RUTLAND

DAVID COLE

## FF in Europe

I am writing to inform you of the existence of a certain international motor racing championship of which your magazine seems unaware. I refer to the European Formula Ford Championship, of which round 2 was held recently at Hockenheim. On picking up my copy of Autosport (June 21), I turned hurriedly to the Hockenheim report but was dismayed to find two whole pages devoted to the F2 race but nothing at all on the FF. I understand that the championship is now being led by Bob Arnott, perhaps Britain's most underrated driver, whose efforts abroad have gone unsung. Super Vee drivers get the same treatment, I see, from John Morrison's recent letter, whereas the International "has-beens" of 2-litre sports cars get wide coverage. Somewhere AUTOSPORT, you have got your priorities all wrong

LONDON, N16

ROBERT W TRENBLE

## Formula Ford is not star attraction

Perhaps R H Adams (Correspondence, June 21) will be interested in a regular spectator's view of Formula Ford. I cannot agree that this formula is the "star attraction" of most meetings. It is a good club formula but that is all FF does not stand for "Future F1" (paid), as most of the participants seem to think. Indeed, the way some of the drivers parade about when out of their cars would indicate "Formula Fairy" to be a more likely interpretation

Surely the average spectator still regards saloon car racing as the star attraction at club meetings. Any popularity Formula Ford enjoys stems from the fact that it can usually be relied on to produce examples of very good and very bad driving and a few spins and crashes, followed in the paddock by lots of bickering and muttering about bent engines, etc, from beaten drivers. I doubt if a boycott by Formula Ford drivers would have any effect on attendances at meetings

Agreed the drivers are devoted, devoted to spending a large amount of, preferably some one else's, money in a short time on something they don't even appear to enjoy, before disappearing from racing altogether. Drivers in other club formulas reappear season after season, cheerfully knowing and accepting that they have no chance of making any money from their sport, but happy to race for pleasure. Surely enjoyment is what club racing is supposed to be about, not the social status symbol it is becoming

FARHAM, HANTS

GEOFF WYATT

## Historic influence

Through your Correspondence columns can I draw your readers' attention to an emergent but questionable influence in the "old car" racing game. The commercial attitude has started to show itself in the Post Historics scene now. Not so long past the club atmosphere prevailed over these delightful old historic cars, but now the JCB Championship has changed all that and professionalism has changed the attitudes of drivers and entrants

Who wields the two edged sword? It is for better, for worse, for richer, for poorer? What is the future of the Historics to be? Why can't we revert to the old days?

JOSEPH H. STUART

WEST CHILTINGTON, SUSSEX

## Mini Miglia moan

I am complaining and bemoaning the state of Mini Miglia racing this season. Twenty-four cars and/or drivers have scored points and yet we are struggling to get a dozen cars on the grid. High cost, split Webers, etc, are some of the excuses I hear trotted out by some would-be Miglia drivers. All I can say is rubbish!

At the June 17 Brands Hatch meeting I asked many of the drivers the cost of their cars. Anything from £400 to £900 was quoted (My car has cost £350 and lies sixth in the championship.) Considering the lap times put up by these amateur, non-limited slip diffed standard-suspensioned Minis (57 H is the record at Brands, held by James Burrows) it seems to me that some free formula Minis costing £1200 or over would be hard pushed to give us a decent race

So how about it, you free formulae and Mini seven drivers? Let's have a few more cars or this relatively inexpensive formula will disappear completely

PS A little more unbiased reporting in your otherwise very good magazine would go a long way to help our cause

LONDON, NW6

TERRY HIND

## Different version

I much admire Ian Titchmarsh's reports in your magazine, but find I have a couple of criticisms of his report of the Clubman's Race at Mallory on June 24. First, from where I was sitting it looked as if Barry Foley clipped the rear wheel of somebody else's car (unhappy Sid), not vice versa. Secondly I see Noel managed to get his usual amount of over-publicity (normally deserved) when some others put up far better performances

DENHAM, Bucks

BRIAN HILDANES

## Rallypoint driving

We read with interest your comprehensive report on the first Castrol Rallypoint (June 21), although we were somewhat disturbed by your correspondent's comments which appeared to be directed mainly at Tom Airey's driving of his victorious Cooper S

There was something of a scramble at the first corner—which is some distance from the top of the paddock—and the damaged car in question was a bit sideways when clipped by the closely pursuing Airey before coming into contact with two other competitors sustaining considerable body damage in the process. In the re-run the same two cars were disputing the lead when approaching the same left hander. Tom Airey was in the extreme outside and had the option of holding his line or drifting further out on to a collision course with the marker tyres, thereby probably losing his run and place in the final. Before he was squeezed out the cars came together and when they sorted themselves out at the next bend, Dave Preece it happened had come off worse and come to a stop

As can be seen from your feature, quite a few cars ended up in a sorry state during the racing, and I feel that it is only fair to be able to reply on Tom's behalf as it would be unreasonable for your readers to get the impression that Tom Airey was mainly responsible. The meeting featured quite a few close dices throughout the various rounds and to his knowledge, Tom didn't hit anyone apart from Preece. Tom himself wasn't too happy with the damage his car sustained as he builds and maintains his very successful cars himself and doesn't enjoy any sponsorship to help pay the bills

WINCHESTER, HANTS

MICHAEL J. HAYES



# Preview to BRSCC's unique event this weekend

No one has actually gone so far as to call this event the "Avon Motor Tour de Britain" but it is clear that it owes a great deal of its inspiration to the Tour de France Automobile which was the first—and greatest—of the mixture events wherein racing and rallying are mixed. What no one must expect from this Tour of Britain is an event of the size and scope of the French event. Peter Browning and the BRSCC have done their level best to get a number of good special stages but neither their number nor length are likely to please the rallyman. It must be some consolation to know that the organisers aren't pleased either and hope for future events to have a much bigger proportion of stages and to have the stages themselves of a much more demanding nature. As it is with four 15 minute races, one half hour race and six special stages, the total flat-out motoring doesn't come to much more than a couple of hours.

What is important is that the event is happening at all and that tens of thousands of people will have a chance this weekend to see at ten different venues what racing and rallying is all about. The event is going to start and finish in the Royal Crescent at Bath for that city is host to the event as part of its Monarchy 1000 celebrations. The main sponsor is Avon Tyres whose main factory is quite handy at Melksham and it was their original liaison with the City of Bath that has made it all possible. Scrutineering will take place at the Avon factory in Melksham on Thursday between 9.30 am and 17.30 pm.

The event gets under way the following morning at 9 am with the cars leaving Bath's Royal Crescent and sweeping off down the M4 to the race circuit of Llandow where the first race will start at midday. Although this is a weekday there will be full spectator facilities and refreshments along the lines of a normal race day and a charge will be made for admission. By mid-afternoon, the cars will be tackling a special stage at Dodington just north of Bath. Unlike Llandow, there will be no official service area but spectators will be welcome and they will pay an admission charge to the Park grounds. There is every likelihood of congestion especially near the A46/M4 junction and spectators are advised to get there early if they want to see anything.

The rest of the Friday is taken up with a special stage in the Swindon area where there are no facilities for spectators, no provision for spectator access and there will be police supervision to make sure that there is no illegal parking, and a special stage at Long Marston where everything is laid on for a pleasant evening's spectating with refreshments and a commentary. Both places will have a service park and at Long Marston there will be a charge for admission. The cars and drivers spend the night at the Post House, Birmingham, but anyone who wants to see them is best advised to go ten miles down the road to the Franky services where the official service park has been arranged.

The event re-starts in the morning at 8 am and heads north to Oulton Park where the Tour features as the opener in a normal BRSCC race meeting with the first race starting at 10.45 am. Normal spectating facilities are available and there will be a service park inside the circuit. As at nearly all places on the Tour, the spectators are asked to arrive early so that they don't get mixed up with the cars coming in and leaving the circuit which they have to do in this case over that one Bailey bridge. A long motorway run then takes the Tour to Santa Pod Raceway at about

15.30 pm where the spectators at the fourth International Drag Festival can see how standard cars compare going two at a time down the quarter-mile strip.

After this display of wheelspin, the cars loop back to Silverstone where they appear as the finale to the AMOC meeting. Next on the list is the midnight mainline at Snetterton where the Tour competitors will race for half an hour starting just after midnight. Lucas are sponsoring this "Mini Le Mans" and have supplied special signalling apparatus for the flag marshals to use at night. Again even though this is a specially staged meeting for the Tour of Britain, spectators are welcome and there will be an entry charge. In order to recover from their strenuous night, the

competitors will be able to take breakfast at the Alconbury Motel just off the A1 before going south to a special stage at Knabworth House. Spectators are welcome provided that they are early and this means about 7.30 am at the latest for after that the main gate from the A1 will be closed except for competitors. However, if you get up that early, the entry charge entitles you to stay on and look round the house and grounds for the rest of the day. There are car parks, refreshments and even elephants to look at.

Final race of the Tour takes place at Brands Hatch with the cars starting to race at about 11.30 am before the main BRSCC meeting gets under way. The competitors will approach and leave down Scratcher's Lane and there will be a service park within the circuit so any help in keeping this clear will be appreciated. The last special stage will be another run through Dodington Park at about 17.00 pm on the Sunday just before the finish back in Bath. The awards and cash prizes will be presented in the Beaufort Hotel in Bath at 21.00 that night which doesn't give people too long to get into their best bib and tucker, but is impressively fast in respect of results. The official programme and guide to the event is provided in this week's edition of Motor, which will be available throughout the event.



Gordon Spice: Capri 3 litre



Roger Clark: Capri 3 litre



James Hunt: Chevrolet Camaro



Tony Lanfranchi: BMW 3.0 Si



Vern Schuppan: Conquest 3 litre



Adrian Boyd: Capri 3 litre



Graham Hill: Datsun Bluebird



Bernard Lunn: Hillman Hunter



Colin Malkin: Hillman Avenger



Vic Preston: Escort Mexico



Frank Gardner: Datsun Bluebird



Tony Fall: Datsun Bluebird



FRIDAY 30 JULY

THE START Royal Crescent, Bath

LLANDOW racing circuit 6 miles south west of Cowbridge near Cardiff

DODDINGTON PARK 1000 ft stage near to junction 18 on M4 Chipping

LONG MARSTON 1/2 mile stage 5 miles south of Stratford-upon-Avon on A46

BIRMINGHAM NIGHT MALT 1/2 mile stage Great Barr Birmingham

THE RESTART Post House, Great Barr Birmingham

OULTON PARK 1/2 mile circuit near Chester

SANTA POD RACEWAY Drag stage 8 miles south east of Wellingborough

SILVERSTONE racing circuit Ennerthway Northants

SNETTERTON racing circuit night racing near Thetford, Norfolk

SUNDAY 31 JULY

KNABWORTH HOUSE special stage near Stevenage Hertfordshire

BRANDS HATCH 1/2 mile circuit near Fawkham Kent on A1

DODDINGTON PARK 1000 ft stage

THE FINISH Royal Crescent, Bath

|                 |          |
|-----------------|----------|
| 1st car arrives | 00 10 40 |
| 1st race        | 10 52    |
| 1st car arrives | 12 00    |
| 1st car arrives | 15 34    |
| 1st car arrives | 18 33    |
| 1st car arrives | 19 52    |
| 1st car arrives | 00 09 40 |
| 1st car arrives | 09 40    |
| 1st car arrives | 10 48    |
| 1st car arrives | 15 24    |
| 1st car arrives | 17 44    |
| 1st car arrives | 18 45    |
| 1st car arrives | 23 52    |
| 1st car arrives | 30 45    |
| 1st car arrives | 08 00    |
| 1st car arrives | 10 30    |
| 1st car arrives | 14 30    |
| 1st car arrives | 17 01    |
| 1st car arrives | 17 34    |



# Full guide to the entries in four classes

Favourites must be the contenders from Ford and BMW, with Ford's attack being headed by two Broadspeed-built 3 litre Capris for Roger Clark and Dave Matthews, with a strong support from privateers Gordon Spice, Adrian Boyd, Mike Crabtree and Andy Dawson in Capris and Vern Schuppan and Mike Hibbert in 3 litre Consuls. BMW are fielding their usual two racing 3.0 Slas for Tony Lanfranchi and Roger Bell, with Mike Wooley driving a separately-entered S1 and Chris Sclater and Mike Chittenden have 2002 Tus. James Hunt will have his first outing in the AJ Rivers Camaro, which might prove a bit of a squeeze on the stages, where the 2 litre Alfas should prove most competitive with John Handley and Stan Clark at the

The complete entry list of 100 cars is given in the preview for what promises to be a highly competitive and entertaining event.

F d Cap 3000  
B M W 3 3  
F d Cap 3000  
B M W 3 G 3  
F d Cap 3100  
C h a n t C 4 6 8 22  
F d Cap 3200 GT  
B M W 1 3  
F d Cap 3000  
B M W 2  
F d Cap 3000  
C 4 6 8  
A 4 N o r p 3000  
F d Cap 3 3 GT  
A 4 R 2 30 GT  
B M W 1  
F d Cap 3 3  
F d Cap 3 3  
A 4 R 2 3 GT  
F d Cap 3100  
B M W 2  
F d Cap 3000  
M a z d a R x 1  
R 2 3 3  
A 4 M 4 SR  
A 4 R 2 30 GT  
B M W 1  
F d Cap 3000  
F d Cap 3000  
C h a n t 180

[illegible][illegible][illegible]





The latest quick one from Ford—the RS2000

## FAVO's Escort RS2000

Following closely on the heels of the Dolomite Sprint announcement two weeks ago comes Ford Advanced Vehicle Operations' answer to the prospected Group 1 2 litre battle next year, their RS2000. With the single overhead camshaft four-in-line engine from the Pinto/Cortina, and the heavy duty type 49 two-door bodysheet which is already used on the Mexico and RS1600, this car is obviously aimed at competition and the competition minded.

The Ford 2-litre single overhead camshaft engine has been specially tailored for installation in the RS2000, adopting an electrically operated and thermostatically controlled fan enabling the engine to deliver 100 bhp. This is 2 bhp more than the normal Cortina, where a mechanically operated fan is employed. The engine is also equipped with a specially baffled alloy sump to prevent oil surge when racing or rallying, and a central oil pump pick-up.

Transmission of the RS2000 is through the Cortina 2000 gearbox and has a raised pivot point for the single selectro rail shift mechanism to reduce gear-lever movement between ratios. An alloy bell housing and a single-piece tube-in-tube rubber insulated propeller shaft provide drive-line smoothness for high-speed cruising. The high rear axle

ratio of 3.54:1 affords 18.7 mph per 1000 rpm in top gear, making the RS2000 an economical long striding motorway car.

The brakes, suspension, steering and balance have been paid particular attention, with Ford works drivers helping out considerably—particularly the late Gerry Birrell. Servo-assisted front wheel discs and rear drums on separate circuits provide braking in keeping with the performance of the new Escort. There is a 30 per cent increase in the front spring rates on the RS2000 over the Mexico and RS1600 models, while at the rear, shock absorber settings are reduced. The ride height at the rear has been lowered by the use of de-cambered leaf springs. Rack and pinion steering and 5½ in wheels shod with radial ply tyres are standard equipment.

The type 49 body shell incorporates flared wheel arches for the 5½ in wheels, and the front suspension mounting points are specially reinforced. There is a choice of six external paint schemes each with distinctive coach lines in a contrasting colour. Fully reclining black cloth seats, tachometer, gauges for oil pressure, water temperature and battery condition are standard. Quartz-halogen headlamps and hazard warning flashers are standard illumination.

The RS2000's smart interior with fully reclining seats.



There is only one word of gloom about the car, explained by Stuart Turner: "The response of our German dealers following their evaluation of the car in Britain earlier this year, has been quite overwhelming." This has resulted in them taking four times the projected number of 500, taking the whole of the first four months' production from the Advanced Vehicle Operations plant at Aveley in Essex. Consequently, the first right-hand-drive models will not be available until October 11, when customers in France and Switzerland will also be able to buy the RS2000. Meanwhile, the Escort Mexico and the 16-valve twin overhead camshaft RS1600 models will continue in production.

**BOB CONSTANDUROS**

## First Impressions

At an ex works cost in the region of £1500 the FAVO produced Escort RS2000 will slot into place between the cheaper Mexico and the more expensive, more exciting alloy-engined sixteen valve RS1600. A brief drive in a pre-production car showed what the Cortina 2000 engine does installed in the type 49 Escort shell.

Unfortunately heavy rain falling on blind, high hedged, Essex lanes prevented finding out how the RS2000 handled with its altered spring rates (30 per cent increase at the front over the RS1600 and Mexico). Intuitively it felt as if it would be very grippy on the dry. As it turned out in the soaking wet the RS2000 felt like any other well shod and powerful Escort. Left on its own with understeer, or driven as it should, oversteering quickly, easily and very controllably.

Apart from the RS2000's very swish base specification, good seats and instrumentation etc, the first inkling that this Escort is different comes when the key is turned. It doesn't sound like it should—give the throttle a blip and it's even stranger. Put it into gear and set off along the rain soaked lanes and it's not just strange—it's now quite peculiar. Foot down and it is, definitely, all-Escort with its quick steering and patterning rear wheels twitching the car down between the hedges in fine adrenalin producing style. But that noise from the engine would take a little longer to fathom. Not that it's noisy, it is, for an Escort, quite quiet actually. A few cautious corners and straighten later it comes clear.

The RS2000 has found something and lost something else. It has found an engine which feels just right for the open road and long drives. For all normal road driving it is smooth and flexible, in fact quite torquy. It has lost its rally breeding in the form of engine response. The RS2000 accelerates smoothly from low revolutions to a rather stifled and strained sounding top end without faltering, but it seems to lack immediate get-up-and-go. As the rally possibility the RS2000 gave me the impression I could be a little quicker in a Mexico. Coming to the occasional glimpse of open road to come, it lacked what can only be called a quick, necessary "zap" squirt forward to keep it in the groove. By the time the driver should have been sizing up what to do for the approaching bend I found that I was still accelerating the 2000.

With hindsight, I feel sure that if there is any fault, it was the driver's and nothing to do with the car. The car is inanimate—the driver just couldn't get in step with the car in the time available. In defence, well, there has never before been an Escort quite like this one. It is very desirable just as it is but I would really like to see the engine awakened from its 50 bhp per litre slumber.

**IAN SADLER**



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interior. Low mileage. Rare car..... **£895**

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# The Cablon radials.



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1964



1971



1973



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Cablonising is a technique perfected by Kleber. It allows us to exactly bond modern, high tensile fibres to tyre rubbers.

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hundreds of thousands of miles of Europe's roads and motorways.

We had a cooler, lighter tyre than ever before. (Glass-fibre is one-

third lighter than steel tyre cording and pound for pound is stronger. It loses heat faster: the tyre was already outlasting any other we tested).

We had a tyre that absorbed brakeloads

evenly, sat flat on the road, gripped better, slipped less, handled crisply and cut hardly at all. (We'd confirmed our lab estimate — Cablonised glass-fibre is more resilient than steel tyre belting).

We thought we had a winner on our hands. And by 1971, when a set of Kleber Cablon radials won their first international rally, we were sure of it. We've gone on winning rallies ever since.

The V10 GTS wide, Series 0.70 Cablon radials hit Britain in March of last year. Hundreds of you bought them, drove them hard and heartily approved.

That's why we're now offering a full range of the greatest tyres we've ever made: the V10 GTS Cablon for GT cars, and a range of standard width tyres, the Kleber V10 Cablons, to fit just about every popular car in the country. (Call any Kleber dealer).



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# Mobil SHC





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TEMPERATURE

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conventional SAE 50 oils even after thousands of miles of punishing motoring. That means it continuously shields your engine's moving parts with a film of ideal thickness, whatever the temperature, guarding them against wear and tear as no conventional oil ever could. In fact, tests have shown wear rates of up to one tenth of those for conventional motor oil.

## Better cold weather starting

Extremes of temperature that would turn ordinary motor oils totally solid at the cold end and too thin at the hot end, hardly affect Mobil SHC.

This explains why Mobil SHC lubricant, even when tested against an SAE 5W arctic oil, showed significantly better performance. That means better cold starting, less battery wear and tear and quicker oil circulation—to reduce wear on start-up.

## High Oil Pressure

The rise in oil pressure, confirmed by tests of prototype oils in some of the world's most grueling rallies, the Monte Carlo and RAC among them, is around 40% at low engine speeds. More than enough to keep that red light from ever flashing again, when running hot and readily noticeable on oil pressure gauges.

## Lower consumption

With only 'pure', good molecules to choose from, your engine uses all the lubricant. In comprehensive road and engine tests lubricant consumption was reduced by an average of 40%.

## Cleanliness

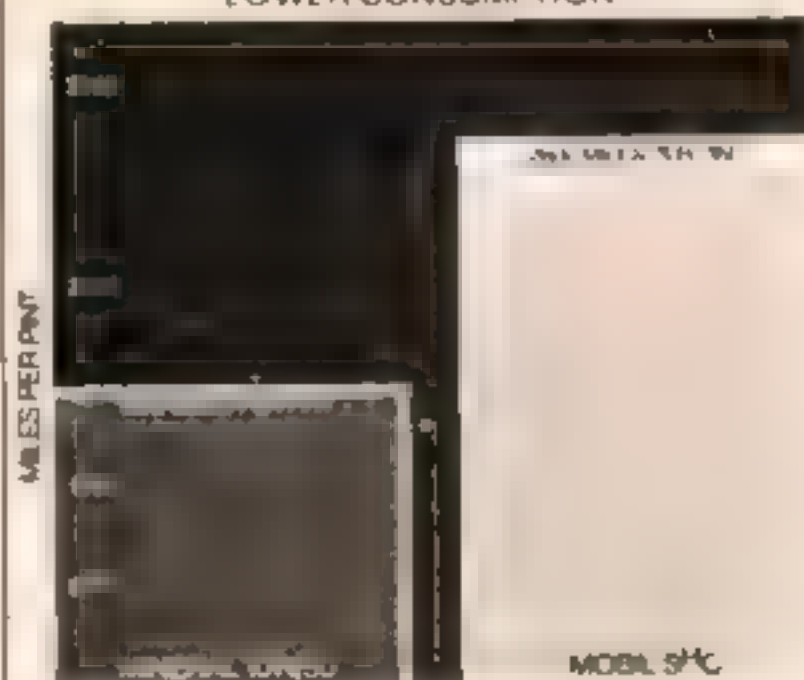
The condition of your engine depends greatly on your lubricant's stability, temperature, level of oxidation, and degree of detergent-dispersancy. The more favourable these elements, the fewer the harmful deposits in your engine. All tests have shown that the cleanliness of SHC goes well beyond even the highest international cleanliness standards.

## Mixes with oils

Mobil SHC lubricant mixes in any proportion with all conventional oils. Except that mixing SHC with oil means you lose the full extra benefit that the product offers and your car deserves.

New Mobil SHC is more than just the nicest present you could give your engine. It's the start of a new era in motoring history. Mobil SHC Synthesised HydroCarbon engine lubricant—the most perfect lubricant money can buy.

LOWER CONSUMPTION



COMPATIBILITY



Mobil announces a great turning point in the history of lubrication technology—Mobil SHC lubricant. A synthesised hydrocarbon base product so outstandingly better for cars that it sets completely new standards of performance. Standards vastly superior even to those of today's best motor oils.

## How SHC was created

Mineral oils are made up of a wide ranging mixture of molecules. Some are stable, but others are fragile and unstable. Some give the oil just the right viscosity, but others make it too thick and heavy at low temperatures, or too thin and light at high temperatures. The unstable molecules cause deposits in your engine, while those that make the oil too thin and light increase oil consumption, and those which thicken the oil excessively make cold starting harder. Even the best of motor oils, with the best of refining, contain some of these undesirable molecules.

The ideal motor oil would only have the stable molecules, which give just the right thickness. In developing lubricants to meet extreme requirements, such as for Concorde, Mobil scientists found the answer—make synthetically just those molecules that an engine needs. Mobil have now evolved a process for making Synthesised HydroCarbons which contain none of those molecules which might detract from perfection. Mobil SHC introduces a completely new concept in car lubrication—Synthesised HydroCarbon engine lubricant.

## What's in it for your engine?

### Protection at high temperatures

Mobil SHC lubricant has outstanding high temperature viscosity, remaining thicker than

# Mobil SHC The most perfect lubricant money can buy.

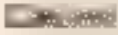


# Autosport-Ladbroke's Grand Prix competition

With the John Player Grand Prix barely a week away, now's your chance to show your knowledge of Grand Prix racing by predicting the first six finishers—and win a dream holiday for two.

On this page you'll find an entry form, and all you have to do is fill in the names of the six drivers you think will fill the first six places in next Saturday's race. We published similar entry forms in last week's issue, and the week before, and you can fill those in as well to give yourself three tries. In fact, as long as each entry is filled out on one of the forms cut from Autosport dated June 21, June 28 or July 5, you can send in as many entries as you like.

The competition costs absolutely nothing to enter. And the first correct solution opened—or, if none is correct, the nearest to it—will win a fabulous two-week winter holiday for two in the sun-soaked Mediterranean island of Malta.

What a chance to escape from the English cold! The winner and the companion of his or her choice will fly at Ladbroke's expense to Valletta, and will be entertained for a fortnight with full board at the island's most luxurious hotel, the superb Dragonara, which is built on its own peninsula jutting out into the blue sea. They will also, in recognition of their skill in prediction, receive free passes to the famous Dragonara Palace, once the home of Malta's most noble family and now the island's .

Published on this page is the full entry list as it stood when we went to press. So fill in your forms now and send them off: there's no time to lose, for only entries received up to and including first post on Thursday morning (July 12) will be considered.

Don't send the entries to Autosport—they must be posted to

Ladbroke's, Dept MP,  
Lyon Road,  
Harrow, Middlesex HA1 2ES

Below are the odds that Ladbroke's are quoting for the John Player Grand Prix, following last Sunday's French Grand Prix. Note that these are published here for guidance to help you decide on your winning order, and do not in any way affect the competition.

However, you'll no doubt want to have a flutter with Ladbroke's on the Grand Prix: Regazzoni must be a good dark horse at 16 to 1, while both Reutemann and Scheckter are worth looking at after their French Grand Prix performances at 20 to 1. It's intriguing that the French result has moved Peterson ahead of Fittipaldi in the odds listings; and we wonder whether Lord Hesketh will be speculating heavily on James Hunt at 50 to 1.

## These are the odds...

|                           |                        |                         |
|---------------------------|------------------------|-------------------------|
| 7-4 Jackie Stewart        | 16-1 Peter Revson      | 50-1 Andrea de Adamich  |
| 5-2 Ronnie Peterson       | 20-1 Carlos Reutemann  | 50-1 James Hunt         |
| 3-1 Emerson Fittipaldi    | 20-1 Jody Scheckter    | 66-1 Jean-Pierre Jarier |
| 7-1 Denny Hulme           | 25-1 Arturo Merzano    | 66-1 Jackie Oliver      |
| 7-1 Jacky Ickx            | 25-1 Carlos Pace       | 66-1 George Follmer     |
| 10-1 François Cevert      | 33-1 Niki Lauda        | 66-1 John Watson        |
| 10-1 Mike Hailwood        | 33-1 Graham Hill       | 66-1 Roger Williamson   |
| 14-1 Jean-Pierre Beltoise | 33-1 Howden Ganley     | 100-1 Mike Beuttler     |
| 16-1 Clay Regazzoni       | 50-1 Wilson Fittipaldi | 100-1 David Purley      |
|                           | 50-1 Chris Amon        | 100-1 Rikki von Opel    |

## RULES:

- 1 Employees of Haymarket Publishing Ltd, Ladbroke & Co Ltd, their advertising agents and members of their families may not enter.
- 2 The editor's decision will be final, and no correspondence may be entered into.
- 3 The winning entry will be the first one opened after the race has been run which correctly names the drivers of the first six cars to finish the race in their correct order.

4 If after every entry has been examined there is no correct solution, the entry naming the first five correct drivers and, as sixth driver, the driver who finished nearest to sixth place will be deemed the winner; and so on.

5 There is no limit to the number of entries that any one person may make, but each entry must be made on an official entry form from Autosport (issues dated June 21, June 28 or July 5).

6 All entries must be received at Ladbroke's by first post on Thursday, July 12.

7 All entries must be posted to Ladbroke's, Dept MP, Lyon Road, Harrow, Middx HA1 2ES. Entries should not be sent to Autosport.

8 The sender of the winning entry will be notified by post, and his name and address published in Autosport during August.

9 Every effort will be made to arrange the prize holiday to suit the convenience of the winner, although precise dates may be subject to availability.

*I think the first six positions in the John Player Grand Prix at Silverstone on July 14 will be filled by these drivers:*

|        |                |
|--------|----------------|
| First  | Name of sender |
| Second |                |
| Third  | Address        |
| Fourth |                |
| Fifth  |                |
| Sixth  |                |



# Purely personal



"I can't think that anyone can seriously contemplate running the Monte Carlo Rally without any kind of studded tyres at all."

## JOHN DAVENPORT

As this is a personal column, I had better start by saying that Robert Fearnall and I have the same address in London, so that it is no coincidence that two of these columns in recent weeks have dealt with the same subject. The thorny problem with Group 1 racing seems to be the question of what comprises a standard tyre: is it a Torino or a Cinturato, an SP or an MS, a Blue Peter remould or a Roadspeed? At the present time, our national governing body, the RAC, is prepared to recognise a tyre if the company that produces it can state with some degree of confidence that they have produced 25,000 in its country of origin. The result is a foregone conclusion and I am only surprised that the major tyre manufacturers are not in there with their Formula 1 tyres recognised as standard, based on the Bahamian production.

My own solution would be to say to all the manufacturers that for Group 1, they can "homologate" just one tyre per manufacturer. The basic requirement would be that this tyre had to be fitted as standard to a car coming off a production line and offered for sale to anyone. Its homologation would comprise a photograph of the tread and a cross-section of the tyre by which it could be positively identified. When any tyre was submitted for approval, it would be circulated to the other tyre manufacturers who would have to agree that it was indeed suitable for recognition. This last step would for me be the most important as it would take the recognition of the tyre out of the hands of those who know nothing about the subject and give those who know everything about it a chance to comment. It should be interesting to hear Dunlop, Goodyear and Firestone comment on the standard nature of the Kleber and Michelin tyres recognised by the RAC.

To digress for a moment—which I am entitled to do in a personal column—there is all this fuss in the racing world about the Michelin TA3 and yet Renault and Citroën have been using it in rallying for donkey's years. Jean-François Piot won the Tour de Corse with them in 1966 and was so pleased with them that he even used them in 1969 when he had a contract with Ford. Renault Alpine have used them many, many times since then and those fantastic times over Moulhon to Antreignes that have helped them win two Monte Carlo Rallies have been set on those tyres. They are a radial-racer similar to those made by Pirelli and Kleber and as such are a much faster proposition on tarmac roads than the best of the radial tyres. To give an example, Sandro Munari won the Costa Brava Rally earlier this year from Lolo Pinto in a Fiat 124 Spyder because he was able to use Pirelli radial-racers for one long test where Pinto settled for the radial CN 36. The Lancia was well over 1 m faster which gave it the edge to win the rally.

Now the Group 1 exponents over here have discovered that these tyres can give between 2 and 4 s improvement in their lap times which is something that they could only hope to do before by blatant cheating with their engines. It is little wonder that they use

these tyres which are bringing Group 1 back to the position it was in when racing tyres could be used. If we believe that normal tyres are part and parcel of Group 1 racing, then something must be done and quickly to prevent tyres being used which are not intended for use on the public road or for sale to the general public. I feel that Group 1 racing, like Group 1 rallying, is exposing the faults and virtues of production cars to the general public and that any blurring of the truth is a very bad thing.

Naturally, all the experts are going to point out that even with homologated tyres, people are going to cheat by using special rubber mixes which cannot be checked unless the local scrutineer has a chemical analyser and a hysteresis machine at his disposal. This is true, but the difference between one mix and another is not going to give such a violent difference in lap times as exists between one type of recognised tyre and another today. Another reason that I am plugging the idea of tyre homologation is that it will have to come soon in rallying, especially on events like the Monte Carlo and the Swedish Rally where studded tyres are a big controversy.

Everyone realises that the Monte Carlo is as expensive as it is because of studded tyres and reconnaissance of the stages. There is no way to prevent the latter as the stages are held on public roads and any attempt to keep them secret would just result in some people practising and others not being able to. What is most likely to happen is that studded tyres will be banned or controlled as not only is this necessary from the point of keeping the competitors and tyre companies solvent, but also the authorities are worried about the unlimited use of studded tyres and seek to control it before their roads get worn out. The solution would seem to be to opt for some kind of control over studded tyres, whether the governing bodies of the sport do it first or wait for the authorities to impose it.

I can't think that anyone can seriously contemplate running the Monte Carlo Rally without any kind of studded tyres at all. It is all very well to say that pre-war competitors found their way to Monaco without using studded tyres, but the rally is no longer a matter of staggering through snow-fied by-roads and reaching Monaco. It has been forced to adopt special stages by the increasing population of the roads in Western Europe and it is inconceivable that it can now discard them and stay a competitive event. It is equally difficult to appreciate how it can retain its stages with their normal snow/ice/tarmac mixture without the use of studded tyres. The very idea of driving at speed (i.e. anything in excess of 10 miles an

hour) over the Turin, the Couillole, St Jean en Royans or many of the other stages currently used by the Monte is enough to raise hysteria or delirium tremens in the stoutest rally drivers.

The solution that I favour is one which still permits studded tyres but prevents the use of the more expensive, esoteric and destructive types. The answer is homologation. Let a tyre company propose one Group 1 tyre—the one that it has already had recognised for Group 1 racing—plus two winter tyres. These could of course be made in any size or material provided that the basic pattern and cross-section were adhered to and could be recognised from the photographs on the "homologation form" for that tyre. There would then be a restriction on the number of studs allowed per unit of circumference of the tyre and there would be a limit on the overall length of the studs used. With each manufacturer restricted to three types of tyre, it would preclude that expensive process whereby Dunlop once came up with something like 13 different types of Mini tyre for a single Monte Carlo rally. Of course, some clever team might pick three from one manufacturer and hope to extend their range by having three types from someone else, but it would be very unlikely that any of the second three would be truly complementary to the three from the first manufacturer as they would be designed for exactly the same job.

I don't believe in having a restriction on the total number of studs in a tyre as this is unfair on someone who must run with 15 in wheels. It is much better to say that you can have 25 studs in a 1 ft length of tread and it is also much easier to check this at a control in the middle of the night. The idea behind limiting the length of the stud rather than the amount it projects is based upon the same reasoning, for no one can be sure when they fit a stud to a tyre how far it will subsequently project. However, the effectiveness of the stud is adequately governed by its overall length as it is no good having 15 mm of a 25 mm stud projecting from the tyre surface as it will not be rigid enough to give you any grip. It is also very easy to pull out one stud and measure its overall length with a micrometer in the middle of a rally.

So there we are, Davenport advocating more rules and more paperwork but it does seem to me that in such areas as Group 1 racing and winter rallying where the grip is more important than the car, the tyres should be subject to the same strict rules as the rest of the car is in other branches of the sport.

Try doing this without studded tyres Ingvar Carlsson and BMW.







The 132 is longer, better looking and altogether more luxurious than the 125 it replaces.

## Fiat 132 1800S: A competitive new car

The Fiat range of cars is enormous, extending from a two-cylinder utility car to a £5,000 coupé. Every sort of design is found with no emphasis on any particular type. Alongside front-drive and rear-engined models there are front-engined cars with rear drive some with independent rear suspension. There are also Fiats with live rear axles and, rather surprisingly perhaps, the subject of the present test is quite a new model which follows this classic configuration.

The 132 replaces the 125 but it is longer, better looking, and altogether more luxurious. The four-door body gives plenty of leg room to the rear passengers and could be regarded as a five-seater with a luggage boot of generous size. It is not as heavy as it looks, however, performance being very much a feature.

This is ensured by a very efficient 1756 cc engine which, though resembling an earlier type, is actually new throughout with more "meat" in its cylinder block. Twin overhead camshafts are belt-driven in typical Fiat manner, operating inclined valves with an included angle of 85 degrees through bucket-type tappets with clearances set by shims. The unit breathes through a twin-choke carburettor and develops 105 bhp at 6000 rpm.

A five-speed gearbox is fitted as standard with an overdrive fifth speed. The car is geared to reach its maximum speed on the direct top gear and fifth is for economical motorway cruising. The speed and acceleration of the 132 put it at the top of its class and disc brakes on all four wheels cope with the retardation. The suspension, as previously mentioned, embraces no novelties, with wishbones in front and a four-arm linkage behind for the axle.

On the road, the 132 is very lively, the excellent five-speed gearbox encouraging the driver to extract the full performance from the willing engine. Quiet in the middle ranges, the twin-cam unit is fairly noisy at full revs, but it is a joyful, urgent sound. Road noise is very moderate except for some thumping over potholes and the level of wind noise is also low. A cruising speed of 90 mph in

fifth gear is easy and restful but above 100 mph the car sometimes seems to lack directness and stability.

When the roads are good the 132 rides well and is comfortable. When driven really hard on bad surfaces, however, the car could do with a bit more damping, pitching and rocking a good deal the ride being disappointing. The handling characteristic is generally of an understeering character but the tail can let go over bumps. On good surfaces, the cornering power is fairly high, the wide radial ply tyres really hanging on.

There are two other respects in which this model is rather below the usual high standards set by Fiats. The first is the steering, which is heavy enough at low speeds and when manoeuvring to be tiring for a woman in town. The other point of criticism is the engagement of reverse, which requires knack, skill and a good deal of luck. Let us hope that later cars will be better in these respects, for the 132 is such a very and attractive saloon that it must appeal to many prospective buyers in this country. A slight surge was occasionally felt at low speeds, but may have been caused by a flat spot peculiar to the test car.

The interior is well furnished with proper round instruments and expensive looking trim.

Performance is very much a feature of the five-seater 132

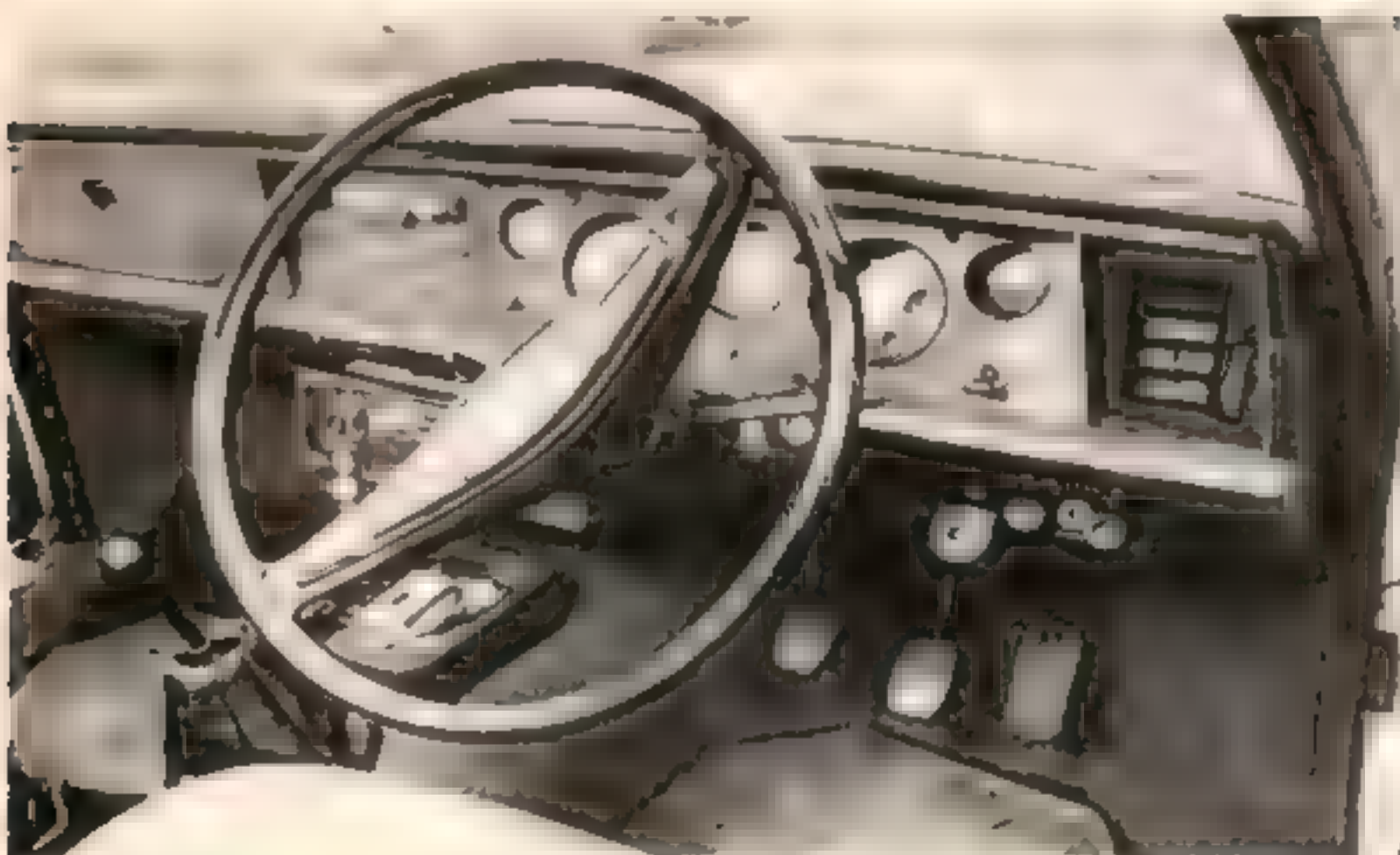




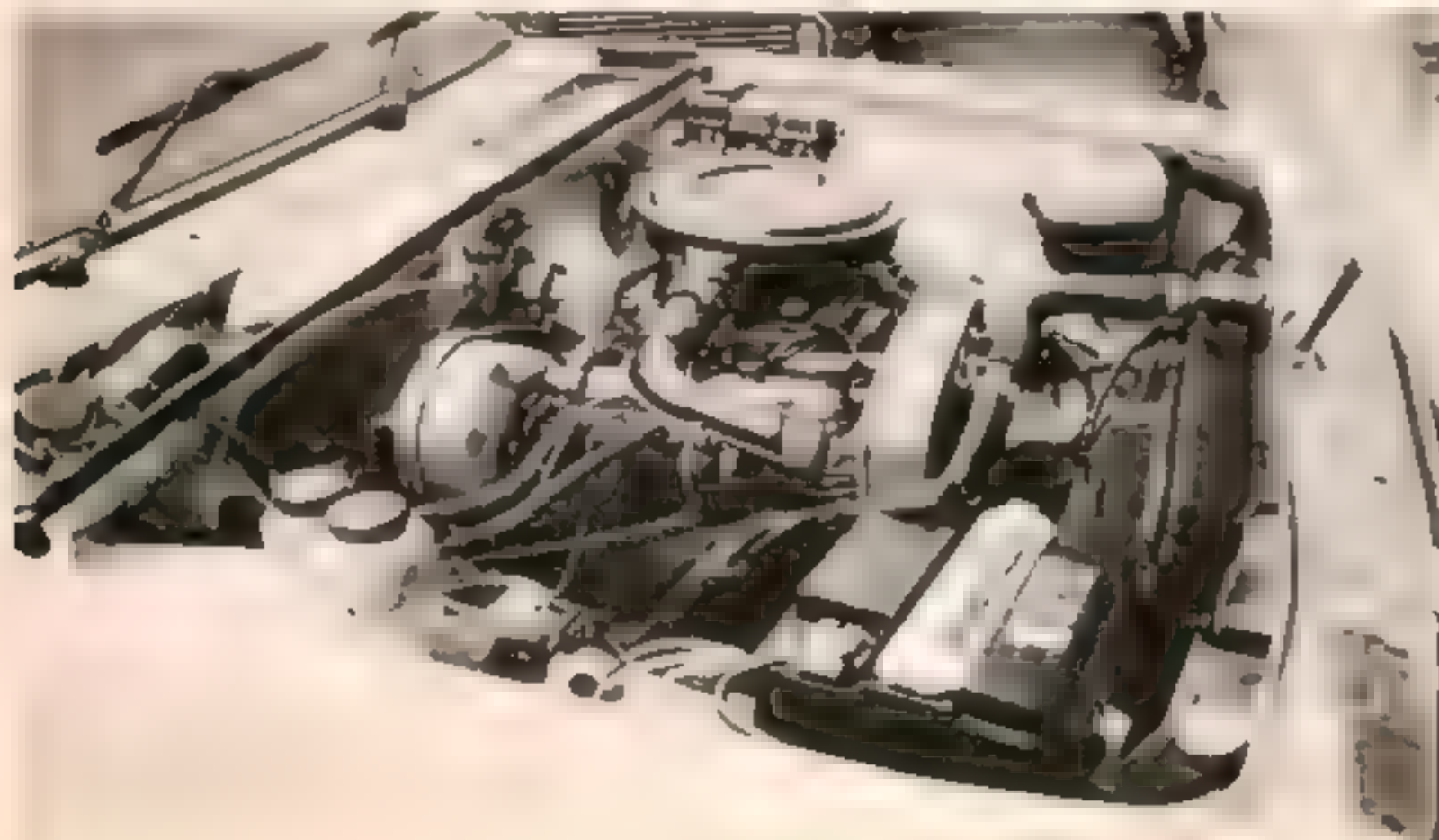
# Road test



A good looking conventional configuration (above). Proper round instruments (below)



Twin overhead camshafts are belt driven. Breathing is by a single twin choke carburettor.



and upholstery. After a cold start, the heating is soon effective. At the same time, the cool air inlets are easy to direct and control, passing a large volume of air if required, which is still rather rare. It is therefore easy to have warm feet and breathe cold air, which is what proper ventilation is all about.

The comfort of all the passengers has been considered, with an unusual amount of leg room for those at the back. The driver's seat is comfortable, with the familiar Fiat adjustment for the squab, and the position is high enough to give a good all-round view. The steering column angle is perhaps a bit "auntie" and the accelerator pedal is badly placed for heel-and-toe, unfortunately, though it can be achieved.

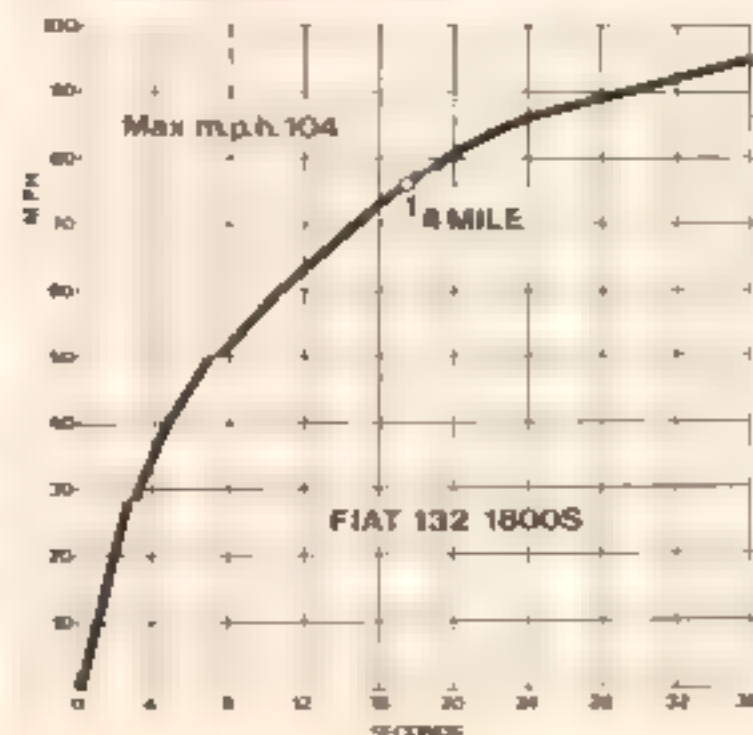
The four headlights are very effective indeed and the fairly upright seating position is certainly an advantage for night driving. The brakes, with servo-assisted discs all round on two separate circuits, give powerful stopping in emergencies and are silent in operation. The car is quiet enough for the radio to be enjoyed, except when the engine is in the last 1000 rpm of its range.

Compared with cars of similar engine size and price, this Fiat is good-looking, unusually roomy, and has an air of quality about it. Its performance is outstanding and its fuel economy is quite reasonable. On smooth British roads, it rides and handles well, though the steering is heavy at low speeds.

Driven hard on bad roads, the 132 floats about on its suspension with a lot of up-and-down movement. It is probable that the typical purchaser of such a car will not press it to this extent and for him the ride may be satisfactory. The heavy steering affects everyone, however, this and the difficult reverse engagement could surely be improved very easily.

The Fiat 132 is aimed at just about the most competitive sector of the market. It is ahead of all competition in so many respects despite its few shortcomings.

**SPECIFICATION AND PERFORMANCE DATA**  
 Car tested: Fiat 132 1800 S 4-door saloon, price \$1,699.00 including car tax and VAT.  
 Engine: Four cylinders, 84 mm x 79.2 mm (1756 cc). Compression ratio 10 to 1. 105 bhp (net) at 6000 rpm. Twin belt driven overhead camshafts. Solex twin choke downdraft carburettor.  
 Transmission: Single dry plate clutch. 5-speed all-synchromesh gearbox with centre console control. Ratios: 0.881, 1.0, 1.361, 2.100 and 3.441 to 1. Hypoid rear axle, ratio 4.1 to 1.  
 Chassis: Combined steel body and chassis. Independent front suspension by wishbones. Cam and roller steering. 2.000 lbs. per axle on twin pairs of trailing arms angled above for lateral location. Coil springs and leaf dampers all round. Servo-assisted disc brakes on all four wheels.  
 Equipment: 12 volt lighting and starting. Speedometer. Rev. counter. A single water temperature and fuel gauges. Oil heating, demisting and ventilation system with heated rear window. Windscreen wipers with intermittent switch and washer. Flashing direction indicator. Reversing lights. Gear lights (red & green).  
 Dimensions: Wheelbase 8 ft 4 in. Track 4 ft 4 in. Overall length 14 ft 6 in. Width 4 ft 6 in. Weight 1 ton 1 cwt.  
 Performance: Maximum speed 104 mph. Speeds in gears: 0 to 30 mph 10.2 sec, 1st 28 mph, 2nd 28 mph, 3rd 30 mph, 4th 30 mph. Standing quarter-mile 17.4 sec. Acceleration: 0-30 mph 3.5 sec, 0-50 mph 7.3 sec, 0-60 mph 10.8 sec, 0-80 mph 19.0 sec, 0-90 mph 29.0 sec.  
 Fuel consumption: 21 to 25 mpg.





Last Sunday saw the BRDC present another of their excellent championship meetings on the Silverstone club circuit. On this occasion Tricentrol took the opportunity of giving all their employees a day out, swelling the already large crowd by some 3000 who basked in gloriously hot weather as seven entertaining races were run off. Mick Hill cleverly arranged to debut his new 8-litre Capri and sent the Tricentrol contingent home happy after breaking the special saloon lap record by a second, winning the Tricentrol Trophy while doing so. Other good wins were notched up by Allan Wilkinson in the first round of the Escort Mexico Challenge ever run on the club circuit and David Cole, with Oliver Harris's F2 Brabham BT38, in the Jaybrand Formula Libre round for which he was awarded the KMS Driver of the Day £25.

The dreaded Michelin plague has yet to spread to the lesser classes of Group 1 so the first race of the two in the Castrol series ran true to this season's form and was spectacular with it. Bernard Unett took the Chrysler Dealer Team Hunter GLS straight into the lead, passed at first by Tim Stock's Firenze which then gradually slipped away as the race progressed although never in any danger of being caught by the next bunch. Initially this had been led by Denis Thorne's Firenze but he was soon passed by Derrick Brunt and Barrie Williams in similar cars and then spun into the sleepers opposite the pits. Brunt's third place became secure when the Williams Firenze lost most of its brakes, the handling having already gone, and Barrie was driven to throwing the car into alarming sideways attitudes at Woodcote to slow up. Fortunately his rallying experience was equal to the occasion and he stayed on the road, falling to fifth by the end behind Neil McGrath in the first of the Mexicos. For once it seemed that Tony Lanfranchi might not win the £800 class for his engine was sadly lacking in bhp and it was left to team mate Eric Horsfield to do battle with Tony Stubbs in the Opposite Lock Club Moskvich. After taking the lead from Horsfield, Stubbs had a rocker break leaving Horsfield well in front of his mentor. Then along came Williams looking for some thing to do on the straight bits. So he latched on to the Lanfranchi rear, increased the Russian revs by 1000 or more, and lo and behold, it was another Lanfranchi class win.

The Tricentrol Clubmen's Championship attracts fields as good, if not better, than its senior ShellSport counterpart but both series have the same winner at the moment, Vernon Davies, who continues to do his stuff for his new sponsor in the rebuilt U2 Mk 11B. His win was by no means an easy one for Silverstone expert Frank Sytner was in a determined mood in his dark green car having grabbed pole position in practice. For five laps he hung on in first place under the greatest of pressure from the Welshman and beginning to look decidedly twitchy. When Davies took over on lap 6, the Ferrari and Porsche purveyor stayed with him but never seemed likely to repass, despite setting fastest lap just 0.2 s outside the Ray Mallock record. Stuart Glass guided his Gryphon into a solid third place, aided no doubt by the special Norman Abbott motor he uses while Richard Cresswell's well-driven Phantom took a strong fourth after Caldwell Smythe had spun into the pit wall, without injury, when going well in his Gryphon on lap 3. Andy Diamond took the opportunity of sampling his product again at the wheel of Noel Stanbury's Gryphon, finishing fifth ahead of Sid Marler in a similar car and Alan White's U2 Mk 11B. After Creighton Brown had retired his U2 Mk 11B with a burst oil pipe, Peter Cooke had things very much his own way in the 1-litre class but his efforts to pass the 1.6 U2 Mk 11B of Mike Dixon gave him a new class record as well in his U2 Mk 88/11.

Despite the lure of John Player points in the South of France, there was a good turnout of F3 cars for the Lombard championship race. The official watches, which were sus-



With the leaders already away Diamond's Gryphon heads White's U2 and Cresswell's Phantom.

## SILVERSTONE

# Tricentrol day out

pect throughout practice, seemed to stop at 59.0 s for this event, no less than six cars managing this time with no one faster. On pole position was Derek Lawrence, returning to F3 at the wheel of the Ehrlich ES2 although he was the first to admit that a good tow helped him to this time since the car was handling far from ideally on some old Dunlops. Alongside were John Sheldon in his shoe-string Royale RP11A, which is beginning to look a little frayed, and the contrastingly immaculate GRD 373 of Richard Roberts. Portuguese Jose Espirito Santo's March 723 and American Tony Rouff's GRD 373 occupied row two while Matt Spitzley's March 713M had to make do with the third row although his time was the same as Lawrence's. Pedro Passadore, running a new GRD 373 in DART colours, Leonel Friedrich

with a new chassis and engine since last week for his March 733, and improving Brazilian "Teleco" in another 733 all shared 59.0 s.

Straightaway into the lead when the flag fell went Roberts chased by Friedrich, with Passadore ousting Rouff from third as they all scrambled into Woodcote for the first time. Sheldon latched on to the tussle which quickly developed between Rouff and Passadore and this spurred the American into greater efforts which brought him up to the two leaders who had threatened to break away. On the fifth lap Friedrich slipped-streamed with perfection into the lead at the end of the Club Straight, which made matters a trifle fraught at Woodcote as Roberts counter-attacked, but to no avail. A lap later, however, Roberts was back in front

John Handley starts to spin his Alfa at Woodcote in pursuit of Hall's Camaro





with Friedrich slipping down to third as Rouff moved up to challenge for the lead, which he took on lap eight.

For two laps Rouff led an F3 race for the first time but, at half distance, it was Roberts again from Rouff, Passadore, Sheldon, Friedrich, Santo and "Teleco" all in a line with Spitzley making ground well after a poor start. After Andy Sutcliffe had retired the leading Elden Mk 12 with a broken accelerator cable, the next group comprised Lawrence, Bernard Vermilio's Merlyn Mk 21 and late entry Damien Magee's Brabham BT41 which has now been sold to Ulsterman Brendan Costello. In fact, Roberts led for the whole of the second half looking more and more secure until the very last lap when Friedrich, having worked up from fifth again, made a final bid which failed by 0.6 s. Rouff was pushed down to third by the Brazilians late challenge with Passadore sharing the same time as they dashed for the line. Also sharing identical times were Sheldon and Santo with Spitzley seventh by 0.4 s. "Teleco" spun at Becketts on the penultimate lap but was so far ahead of the next bunch that he recovered without losing a place. Lawrence drove a sound race to win the three-cornered tussle, Vermilio and Magee tangling at Woodcote on the last lap which spun the Brabham across the line behind the Merlyn.

The prospect of a bunch of Mexicans unleashed on the wide open spaces of the club circuit was a bit daunting but everything took place without undue incident, such spins as there were damaging reputations rather than cars. Group 1 exponent Allan Wilkinson took pole position in the Allen of Romford car with a delighted Simon Taylor alongside to uphold Tricentrol honours. John Waterman completed the front row, with the other Tricentrol car of Rod Mansfield and Tony Dron's Strakers of Wimbledon device behind.

The race immediately opened out into a struggle for the lead between Wilkinson and Mansfield as Taylor was engulfed and David Da Costa came sliding through from the third row in his Richard Longman prepared Mexico. By half distance, with the lead still then shared equally between Mansfield and Wilkinson, Da Costa arrived on the scene, took Woodcote in a well-controlled slide and went ahead. He even began to pull away but Wilkinson was far from beaten, catching right up during the last two laps and going ahead to win on the last lap by a surprisingly comfortable margin in the circumstances. A disappointed Da Costa just held Mansfield at bay for second while Dron emerged a relatively secure fourth after earlier pressure from others had wilted. The ubiquitous Barrie Williams, with his Kidderminster Motors car powered by an ancient engine, suddenly passed all and sundry in the last couple of laps, jumping up to fifth ahead of Waterman and Eric Chappell who crossed the line as one and could not be separated by either timekeepers or judges. Mike Crabtree retired the Wilment car from fourth place on lap 4 when the clutch disintegrated.

Only the over 1-litre special saloons were catered for in the Tricentrol Trophy race but, as usual at Silverstone, the entry was very good. One expects such a high standard from Mick Hill that the achievement of building his new car with his friends in his spare time and then putting it on pole position well under the class record could be overlooked. Anyway, there it sat to the delight of the partisan crowd with Tony Hazlewood alongside and wondering what he must do next to become competitive again with his DAF. David Howe's immaculately rebuilt AM Javelin completed the front row, racing for the first time since its TT accident last year. Another welcome return was made by former Jaguar 3.8 driver John Elton who has acquired the ex-Terry Sanger-Rhoddy Harvey-Bailey Ford Falcon after demolishing the Jaguar against the pit wall last year.

For two laps the "DAP" led but once Hill put his foot firmly down, there was no stopping him and he seemed to cruise to



Side-by-side at Woodcote are the Moskvich 412s of Horsfield (51) and Stubbs (53).

his new car's first win, lapping under the minute in a saloon for the first time. Hazlewood took a well-earned second after an early challenge from Howes faded, while Brian Cutting's Escort-Martin V8 was good enough for fourth ahead of Tony Strawson's Falcon. Bob Torrie's well-driven Escort BDA was outpaced on such a power circuit and finally retired after a cockpit error at Becketts kudded the driver into thinking the throttle had stuck open! Surely there are enough big bangers around now to make 2-litre class worth while for the like of Torrie, Tony Sugden and the other Escort and Anglia drivers. Sédric Bell's Mini, having acquired a coat of evil black paint and a 1300 Holbay engine, looks like carrying on where the 1000 left off and he had no difficulty in winning the 1300 class from David Boon's al. BMC Cooper S.

The second Group 1 event lacked one or two familiar faces including Roger Bell's BMW because of the imminence of the Tour of Britain but Tony Lanfranchi upheld his marque's reputation by taking a comfortable win in the ShellSport 51, using the legal Michelin racing tyres like all the other fast cars except the Camaros. Only his frequent attempts to leave the road and cut the grass at Woodcote prevented the race from becoming rather tedious. Gordon Spice in the Wisharts Capri was a constant second after the strongest Camaro challenge, from Terry Halls, fizzled out. Halls had taken pole position but a sticking clutch delayed his start. As he was working his way up on to Spice's tail, the battery wore through an ignition lead and he had to retire. Bob Ridgard took up the cudgels on behalf of General Motors, going faster and faster as the race went on at the wheel of Les Leston's car, and he shared best lap with Halls on his way to third. Stan Clark kept the Alfa flag flying by taking fourth after John Handley had spun at Woodcote, and then at Cosmo.

and then at Becketts. He then visited the pits! Andy Slaughter rolled his rotary Mazda RX3 at Copse on the second lap but emerged with a shaking

At last, thanks to ex-Janspeed employee David Bownas, John Lyon has his Escor Sport going well; well enough, in fact, to dice with and surpass Ivan Dutton's hitherto all-conquering car which dropped right back at the end. We tried to find out why, but Dutton was rude and refused to tell us although rumour had it his car had devoured a piston. However, he shared a new class record with his conqueror.

The Jaybrand Formule Libre championship round brought out an interesting collection of single-seaters including the previously unbeaten Bobbie Bell with the only BRM that seems capable of winning a race these days thanks to 5.7 litres of Ford V8. It was not to be Bell's day this time for the race immediately developed into a duel between John Jordan's McLaren M6B and David Cole in the Brabham BT38 which hasn't been seen since the Mallory F2 race in March. For 9½ laps Cole used all his experience to find a way past the potent CanAm car but Jordan is a wily bird. Cole knows a thing or two as well and on the last lap drove all the way round the outside of Jordan at Bocketts, keeping the McLaren in to a tight line and unable to use its power too soon. Cole stormed out of the corner in the lead and gave himself just enough ground to say in front all the way along the straight to Woodcote, which he took in fine style to win. Bell managed third this time after Jim Charnock's Brabham BT30 had hiccuped just long enough at Woodcote to let the BRM past, while Bryan Small had been forced to retire his ex-Gerry Birrell Lotus 69 from a dice with this pair when the battery collapsed.

IAN TITCHMARSH

Central Production Salmon Car Championship round (10 laps)  
1. 44 2. 45 3. 46 4. 47 5. 48 6. 49 7. 50 8. 51 9. 52 10. 53  
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Russell and John Waterman 10 m 42 s Fastest lap  
Dale 1 m 38 s 4 mch (record)  
Tricentrol Trophy for Special Saloons (10 laps) 1  
Mach 1 60 Fd Cooper VB 10 m 42 s. 9d 25 mph  
2 7 m. Harwood 1st D&F Ross VB 10 m 19 0 s.  
3 Ford Mondeo 1st 4 Ams at Motor Savaris VB 10 m  
4 9 s 4 B on Cullin 10 Ford Escort Martin VB 10 m  
28 s

Over 1300 cc class 1 M 94 75 mph 2 Harwood.  
3 M -er Fastest ab M 54 s 4 97 11 mph (record).  
5 1001 to 1300 cc class 1 Sedric de 13 M m. Mo Bay  
5 84 s 4 mch 2 Davey Bouh 4 3 M m. Coops St 3  
N 2e 1st 3 M n. Cooper St Fastest lap 8e 1 m  
7 50 11 mph

Central Production Saloon Car Championship round (10  
laps) 1 Tony Le Verno 10 BMW 5 s 12 m 14 6 s  
7 80 mph 2 Gid m 55 s 10 Fd Can 3000 CVT  
13 m 14 4 s 3 Bob Ridge 4 5 1 Chev at Catho 2 28 s  
1 m 20 s 4 4 Stan Clark 12 0 A 1s Honda 2000GVV  
12 m 1 s

Over 11500 class 1 Lenihan 78 80 mph 2 Spice.  
3 Richard Fastest lap Midgard and Terry Ma s 15 7  
m m. Camo 2 Z B 1 m 11 8 s 80 62 mph  
Nov 16 (1994) class 1 John Lyon 13 Ford Escort  
Sks 64 83 mph 2 Dennis Burt 18 Vauxhall Viva;  
3 car Outton 21 Ford Escort Sorce Fastest lap  
Lyon and Outton 1 m 54 s 31 12 mch (record)  
Jeph and Macomber Formula Libre Championship round  
(10 laps) 1 Gid C 13 19 Brabham quick 8 BT-38  
BFA 9 m 37 s 17 22 mph John Ardren 17 0  
M Laver Chevrolet M6B VB 4 m 38 4 s 3 Robbie Bell  
37 BMW Ford PB3 VB 4 m 38 4 s 3 Jim Chisnall  
14 Brabham FVA B-38 4 m 54 0 s 4 Chris Choal  
14 Brabham FVA B C 10 m 17 6 s 4 And Seaden  
14 Brabham FVA B-30 36 10 m 32 0 s Fastest lap  
Cala 36 s 102 40 mph





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# Northerners own Atlantic

Tony Dean (Anglo-American Chevron-Morand B24) at last achieved the long-awaited 100 mph race lap at Croft on Sunday. After an early spin Dean did a fantastic 1 m 12 s (102.94 mph) during his drive back into the lead of the libre race. For this performance Tony was given the BMW Concessionaires Man of the Meeting award. Steve Choularton really upset the form book by leading the BP Formula Atlantic round from the first lap, when he passed Ken Bailey's H & J Quick March 722, until the end in the Autovita March 73B. Rather surprisingly none of the Atlantics beat Jim Crawford's time in the Autovita car three weeks ago. The BRSCC(N) worked tremendously hard but the meeting was rather fraught for the organisers, finishing very late.

The first FF heat had a highly dramatic first lap. As Pete Clark (Wigley Crosslé 25F) and Peter Harrington (Archer & Sharpe Kass Cougar 73F) shot into the lead a startline mix up put John Woodcock's Nike on to the pit barrier. Tim Rathmell's Titan Mk 6 went off at Tower after Harrington had caught Clark's wheel and this really shuffled the field. Out of it this Mike Wrigley (Merlyn Mk 11A) took the lead but after four laps a recovering Harrington nipped by to take his customary win. On the last lap Bill Burley (Royale RP16) snatched third from Graham Cuthbert (Lotus 69F). Pete Clark reappeared way down with a damaged nose after the first lap drama, made up considerable ground, then pulled off on lap 9 with a cooked engine.

After Gordon Dalzell's Hawke DL28 dumped its oil on pole position and was sent off the grid the second heat got under way. José Ferrel da Silva (Eden Mk 8) snatched the lead from John Kent's Royale RP16 on the first lap and drew away slightly to win. Kent was passed on lap 2 by Aio Lawler's RP16 which had had a somewhat adventurous practice session. On the last lap Lawler had a brief spin and dropped back to third behind Kent.

The combined sports car race was rather professional, for although Robin Smith (Lola-FVA T212) made a superb start, Brian Robinson's on put his Chevron-FVC B21 in front and led to the end. Smith remained a safe second well ahead of Richard Simms (Chevron-FVA B19 21) and Barry Joshi's Toll Bar U2 Mk 11B which won the Clubman's section. Although a lap behind at the end, the scrap for fifth held most interest. Finally, Johnnie Blades just held off Jim Adamson's very quick Steve Leach Ginetta G4 (which was in fact a further lap behind after a lap one stop to cure a stuck throttle, a fact which the timekeepers appeared to have missed) and Don Morton's Elan, for Mod Sports honours, even though the works Heron Furniture Clap Crusader was suffering from a rather tired engine.

Sadly there were only 12 starters out of 21 entries for the BP Atlantic round although most of the quick boys were there apart from John Lepp who had had a rod let go on the Central Garage (Mildred) Chevron B25 in practice. One change was that Tom Pryce was in the Titan Properties Motul M1 with RES power, instead of his usual Atlantic Royale. To a lot of people's surprise Steve Choularton was on pole position after doing a 1 m 04.6 s; just 0.4 s faster than a slightly apprehensive Ken Bailey and Stan Matthews's Promoto-entered March 73B.

Bailey got off the line perfectly but the vastly-improved Choularton soon snatched the lead with Bailey, Matthews, Colin Vandervell (Triplex March 73B) and David Purley (LEC March 722) next up. Vandervell was up to third on lap two and was soon being pressed by Purley. However, try as they might they couldn't do anything about the two Northerners in front. On lap 6 Geoff Friswell's

March 73B lost time with a spin but Jim Murdoch's Tui and Sonny Rajah's March 73B were off more permanently, Murdoch suffering superficial neck injuries. Regrettably a more serious accident occurred on lap 7, when Ray Mallock touched Matthews's March. Mallock just spun but Matthews's car went end over end and Stan was taken to hospital with suspected crushed vertebrae. Behind the leaders Pryce was moving up well from an initial last place but lost time with a brief stop to remove the scenery from his air intake, and finally took sixth behind Jas Patterson's steady Texaco March 722. Unfortunately the two crashes marred a very exciting race.

The Esso Uniflo Special Saloons were also rather depleted and a lot of interest departed when Chris Meek failed to make the grid with a misfiring BDE in the Princess Ila Escort and Bill Dryden retired the SMT Firenze with what sounded like a dragging catch tank, without ever featuring. There was no doubt about Derek Huntley's win in his well-sorted Escort FVC with Tony Sugden's Brook Hire Escort TC an equally safe second. George Lynn's Cortina Rover and Alex Clacher's Brands record-breaking Imp showed signs of contact on lap 3, but try as he might, Clacher couldn't find a way past the bigger car. Paul Rhodes's Escort TC was next up ahead of Roger Matthews and Graham Wood who had a race-long duel for the 1300 cc class in their Minis, Wood dropping back slightly on the last lap.

At the start of the Tate Yorkshire Post FF final Peter Harrington went straight into the lead and there was never any question of his not winning yet again to re-establish himself at the top of the Tate Championship table. The consistent Mike Wrigley remained second throughout and the only place change among the leaders came on lap 8 when Bill Burley found a way by da Silva. Kel Hesketh finished a good fifth in the Stein Lager Merlyn Mk 24 with a battle for the final Tate point going to Lawler from Mick Starkey's Merlyn Mk 20A. A rather curious FF epic with the racing seeming to be closer the farther down the field you looked.

Fourteen Prod Sports turned up for this week's STP round, and this looked to be a Chris Meek MTC Panthers triumph. Alas, the Mathwall engine car dropped out with the throttle cable adrift, and as second man Nick Faure also dropped out with all not well in the engine compartment of the Porsche Cars (GB) RS, a surprise win fell the way of Count Giovanni (John) de Stefano (Carrera RS) from the similar Sports Hire car of one Jesse James. The 3000 class was a race-long dice between the Europa Specials of Malcolm Wayne (Camel-Hexagon) and Julien Stock (Sports Motors), won by Wayne, although both by-passed the Chicane with impunity. Stock twice. Shaun Jackson had no real opposition with the DCM TR6 as John Rhodes made a very nasty mess of the Roller Chain Distributors TR6 at the Chicane in practice. Geoff Till and Terry Hathaway cleaned up the bargain basement with their Team Aldon

(Brierley Hill) Midgets. All but Jackson's record fell and Meek really blasted the big class record before he retired.

The nine-car libre finale was really all Tony Dean. He left David Purley's March almost standing at the start and after the Chevron had its spin it only took four laps before the rocketing F5000 went by Purley back into the lead, chiselling away at the lap record as it went. Tony's race time was actually faster than the old lap record. Only Purley and Brian Robinson's B21 remained on the same lap at the end, well ahead of Roger Craven's F3 GRD 372 and Campbell Graham's brand new Smith FVC-engined Chevron B25. If only we could have a full grid of F5000s at Croft!

## CHRIS MASON

Formula Ford, Heat One (10 laps): 1. Peter Harrington 1 m 54.4 s; 2. F. 12 m 49.8 s; 3. B. 04 m 51.2 s; 4. B. 04 m 51.2 s; 5. B. 04 m 51.2 s; 6. B. 04 m 51.2 s; 7. B. 04 m 51.2 s; 8. B. 04 m 51.2 s; 9. B. 04 m 51.2 s; 10. B. 04 m 51.2 s.

Formula Ford, Heat Two (10 laps): 1. José Ferrel da Silva 1 m 54.4 s; 2. F. 12 m 49.8 s; 3. B. 04 m 51.2 s; 4. B. 04 m 51.2 s; 5. B. 04 m 51.2 s; 6. B. 04 m 51.2 s; 7. B. 04 m 51.2 s; 8. B. 04 m 51.2 s; 9. B. 04 m 51.2 s; 10. B. 04 m 51.2 s.

Northern Mod Sports Championship Yorkshire Evening Post Sports GT Troops and Northern Clubman's Championship round (10 laps): 1. B. on R. 04 m 51.2 s; 2. B. on R. 04 m 51.2 s; 3. B. on R. 04 m 51.2 s; 4. B. on R. 04 m 51.2 s; 5. B. on R. 04 m 51.2 s; 6. B. on R. 04 m 51.2 s; 7. B. on R. 04 m 51.2 s; 8. B. on R. 04 m 51.2 s; 9. B. on R. 04 m 51.2 s; 10. B. on R. 04 m 51.2 s.

Mod Sports over 1150 cc: 1. Don Morton 1 m 04.6 s; 2. F. 12 m 49.8 s; 3. B. 04 m 51.2 s; 4. B. 04 m 51.2 s; 5. B. 04 m 51.2 s; 6. B. 04 m 51.2 s; 7. B. 04 m 51.2 s; 8. B. 04 m 51.2 s; 9. B. 04 m 51.2 s; 10. B. 04 m 51.2 s.

Mod Sports up to 1150 cc: 1. Johnnie Blades 1 m 04.6 s; 2. F. 12 m 49.8 s; 3. B. 04 m 51.2 s; 4. B. 04 m 51.2 s; 5. B. 04 m 51.2 s; 6. B. 04 m 51.2 s; 7. B. 04 m 51.2 s; 8. B. 04 m 51.2 s; 9. B. 04 m 51.2 s; 10. B. 04 m 51.2 s.

Sports GT over 1300 cc: 1. B. on R. 04 m 51.2 s; 2. B. on R. 04 m 51.2 s; 3. B. on R. 04 m 51.2 s; 4. B. on R. 04 m 51.2 s; 5. B. on R. 04 m 51.2 s; 6. B. on R. 04 m 51.2 s; 7. B. on R. 04 m 51.2 s; 8. B. on R. 04 m 51.2 s; 9. B. on R. 04 m 51.2 s; 10. B. on R. 04 m 51.2 s.

Clubman's 1001-1600 cc: 1. John 00.07 m 51.2 s; 2. F. 12 m 49.8 s; 3. B. 04 m 51.2 s; 4. B. 04 m 51.2 s; 5. B. 04 m 51.2 s; 6. B. 04 m 51.2 s; 7. B. 04 m 51.2 s; 8. B. 04 m 51.2 s; 9. B. 04 m 51.2 s; 10. B. 04 m 51.2 s.

BP Formula Atlantic Championship round (10 laps): 1. B. on R. 04 m 51.2 s; 2. B. on R. 04 m 51.2 s; 3. B. on R. 04 m 51.2 s; 4. B. on R. 04 m 51.2 s; 5. B. on R. 04 m 51.2 s; 6. B. on R. 04 m 51.2 s; 7. B. on R. 04 m 51.2 s; 8. B. on R. 04 m 51.2 s; 9. B. on R. 04 m 51.2 s; 10. B. on R. 04 m 51.2 s.

Esso Uniflo Special Saloons Championship round (10 laps): 1. B. on R. 04 m 51.2 s; 2. B. on R. 04 m 51.2 s; 3. B. on R. 04 m 51.2 s; 4. B. on R. 04 m 51.2 s; 5. B. on R. 04 m 51.2 s; 6. B. on R. 04 m 51.2 s; 7. B. on R. 04 m 51.2 s; 8. B. on R. 04 m 51.2 s; 9. B. on R. 04 m 51.2 s; 10. B. on R. 04 m 51.2 s.

Tate and Yorkshire Post Formula Ford Championships Round (10 laps): 1. B. on R. 04 m 51.2 s; 2. B. on R. 04 m 51.2 s; 3. B. on R. 04 m 51.2 s; 4. B. on R. 04 m 51.2 s; 5. B. on R. 04 m 51.2 s; 6. B. on R. 04 m 51.2 s; 7. B. on R. 04 m 51.2 s; 8. B. on R. 04 m 51.2 s; 9. B. on R. 04 m 51.2 s; 10. B. on R. 04 m 51.2 s.

STP Production Sports Car Championship round (10 laps): 1. B. on R. 04 m 51.2 s; 2. B. on R. 04 m 51.2 s; 3. B. on R. 04 m 51.2 s; 4. B. on R. 04 m 51.2 s; 5. B. on R. 04 m 51.2 s; 6. B. on R. 04 m 51.2 s; 7. B. on R. 04 m 51.2 s; 8. B. on R. 04 m 51.2 s; 9. B. on R. 04 m 51.2 s; 10. B. on R. 04 m 51.2 s.

BRSCC Northern Single-Seater Championship round (10 laps): 1. B. on R. 04 m 51.2 s; 2. B. on R. 04 m 51.2 s; 3. B. on R. 04 m 51.2 s; 4. B. on R. 04 m 51.2 s; 5. B. on R. 04 m 51.2 s; 6. B. on R. 04 m 51.2 s; 7. B. on R. 04 m 51.2 s; 8. B. on R. 04 m 51.2 s; 9. B. on R. 04 m 51.2 s; 10. B. on R. 04 m 51.2 s.

STP Production Sports Car Championship round (10 laps): 1. B. on R. 04 m 51.2 s; 2. B. on R. 04 m 51.2 s; 3. B. on R. 04 m 51.2 s; 4. B. on R. 04 m 51.2 s; 5. B. on R. 04 m 51.2 s; 6. B. on R. 04 m 51.2 s; 7. B. on R. 04 m 51.2 s; 8. B. on R. 04 m 51.2 s; 9. B. on R. 04 m 51.2 s; 10. B. on R. 04 m 51.2 s.

BRSCC Northern Single-Seater Championship round (10 laps): 1. B. on R. 04 m 51.2 s; 2. B. on R. 04 m 51.2 s; 3. B. on R. 04 m 51.2 s; 4. B. on R. 04 m 51.2 s; 5. B. on R. 04 m 51.2 s; 6. B. on R. 04 m 51.2 s; 7. B. on R. 04 m 51.2 s; 8. B. on R. 04 m 51.2 s; 9. B. on R. 04 m 51.2 s; 10. B. on R. 04 m 51.2 s.

STP Production Sports Car Championship round (10 laps): 1. B. on R. 04 m 51.2 s; 2. B. on R. 04 m 51.2 s; 3. B. on R. 04 m 51.2 s; 4. B. on R. 04 m 51.2 s; 5. B. on R. 04 m 51.2 s; 6. B. on R. 04 m 51.2 s; 7. B. on R. 04 m 51.2 s; 8. B. on R. 04 m 51.2 s; 9. B. on R. 04 m 51.2 s; 10. B. on R. 04 m 51.2 s.

BRSCC Northern Single-Seater Championship round (10 laps): 1. B. on R. 04 m 51.2 s; 2. B. on R. 04 m 51.2 s; 3. B. on R. 04 m 51.2 s; 4. B. on R. 04 m 51.2 s; 5. B. on R. 04 m 51.2 s; 6. B. on R. 04 m 51.2 s; 7. B. on R. 04 m 51.2 s; 8. B. on R. 04 m 51.2 s; 9. B. on R. 04 m 51.2 s; 10. B. on R. 04 m 51.2 s.

STP Production Sports Car Championship round (10 laps): 1. B. on R. 04 m 51.2 s; 2. B. on R. 04 m 51.2 s; 3. B. on R. 04 m 51.2 s; 4. B. on R. 04 m 51.2 s; 5. B. on R. 04 m 51.2 s; 6. B. on R. 04 m 51.2 s; 7. B. on R. 04 m 51.2 s; 8. B. on R. 04 m 51.2 s; 9. B. on R. 04 m 51.2 s; 10. B. on R. 04 m 51.2 s.

Chris Meek pulls off in the de Tomaso, and is passed by Nick Faure, who was to do the same shortly after.







Richard Morgan had an erratic race. Following a slow start, he here leads fourth placed David Barden, later taking second, to spin down to third, and then climb to second again.

## BRANDS HATCH

### More points for dominant Calcutt

Promotaport and the Rochester Motor Club held a most amusing meeting at a glorious Brands Hatch on Sunday which should give any beginner an idea of what our various sports are all about. Various, because there were Formula Fords, saloons and karts on the Club circuit, and stock cars, bangers and hot rods on the Clearways loop. And to prove the meeting's popularity there was an estimated 3,000 crowd paying to get in to see this extraordinary entertainment.

First of the true motor car races was a round of the Townsend Thoresen championship and the great thing about this championship is that it is still wide open despite the holiday of Rob Wicken. This time, contender Frank Hopper had the ends run in the Vegantune engine and never made the grid, so it was Howard Drake who led at the end of lap one very closely challenged by Lou de Marco's Merlyn-Scholar Mk 20A, and he soon drew away and seemed untouchable. However, Richard Morgan, who seemed to lead to Paddock on lap one only to be swallowed by the pack, had other ideas and was by de Marco on lap five and after Drake's Royale-Piper RP16. He seemed to have got by on lap nine, but going into Kidney, following the Royale, Morgan saw it go drastically sideways, and rather than have a coming together, he flew towards the bank miraculously catching it before contact, but now in third again. Lap 10 of the 12-lap race saw him by de Marco again, but there was nothing he could do about Drake and that's how they finished. De Marco was third, while a sensible fourth was David Barden (Royale-Vegantune RP16), Freddie Jacks, who overtook him, having spun out of fourth. Some way back was Frank Bradley's Bradley, who overcame Len Fletcher's Merlyn for fifth.

Ray Calcutt showed just how uncatchable he is when John Homewood isn't around, in the Kent Messenger contending and sponsored Imp. With a useless starter motor, he sensibly settled for a 10 s penalty and proceeded to make that up by half distance of the 12 lapper, finally finishing 9 s away from consistent second-place man John Walsh (Vickers Mini). He in turn was only 1.0 s away from a fine fourth place squabble for third between Mike Chapple (Hulman Imp), Terry Attoe (Austin Cooper S) and Glyn Swift (Swiftone Cooper S), all of whom led at one time or another, the place going to Swift, Attoe pulling off with a sick engine.

There was no doubt about whom was going to be contending the single-seater race, for there were only two non-Formula Fords: Reg

James' 1.6 March-BDA 722 and Philip Guerola's 1.8 Brabham-FVC BT30. Guerola led for the entire 10 laps, with James always in touch, but a sticking throttle kept him on edge, and pushed the needle way beyond the acceptable limits and that was enough to let Guerola away. Third was Barry Hopwood's Micron-Harvey 1A after Allan Kayas spun his Merlyn away at Clearways, while fourth was a good dice between Paul Sleeman's ex-Litchfield-Crossle and Frank Blanchard's Hawke. Sleeman taking the place.

After the second of two kart races, both won by Brian Appleby, there was a ShellSport Mexico race, containing many of the aces to be seen in the banger hot rods/stock car races. However, it was actor/FF driver Jon Finch leading first time round, but from the back of the grid (where else from an ace hot rod driver?) came Mini Rod man Mick Boulton and by lap four, he was in his accustomed place in the front and not to lose it. Finch stayed up there until lap eight when it all happened. A large moment at Paddock between Finch and Mariyn Broome (Anglia Rod) dropped Finch out of second and Broome from third, so it was the ever present Banger man, John Dill, in number (ace) twelve who took second, despite a huge moment at Clearways the lap before. John Webb had other ideas and was by into second, only to have a huge moment at Kidney with Dill and to give the place and lap record to motoring scribe of *The Guardian*, Charles Cooke. Dill was third and Finch fourth. Our photographer, Gerry Stream, found John Webb's secretary, Miss Angela Kearns most attractive, and concentrated on following her, finishing . . . well, near the

## BOB CONSTANDUROS

Townsend Thoresen Formula Ford round (12 laps)  
1 Howard Drake Royale-Piper RP16 10 m 33.4 s  
2 John Walsh 1.3 Lancia Beta 11 m 34.5 s  
3 Lou de Marco 1.6 Alfa Romeo 11 m 35.1 s  
4 David Barden (Royale-Vegantune RP16) 11 m 35.4 s  
5 Frank Bradley 1.6 Ford Barchin 11 m 36.1 s  
6 Len Fletcher 1.6 Ford Barchin 11 m 36.4 s  
7 Ray Calcutt 1.6 Ford Barchin 11 m 36.7 s  
8 Terry Attoe 1.6 Ford Barchin 11 m 37.0 s  
9 Glyn Swift 1.6 Ford Barchin 11 m 37.3 s  
10 John Homewood 1.6 Ford Barchin 11 m 37.6 s  
11 Mike Chapple 1.6 Ford Barchin 11 m 37.9 s  
12 Freddie Jacks 1.6 Ford Barchin 11 m 38.2 s  
Fastest lap: Morgan 11 m 34.2 s  
Kent Messenger 500cc car round (12 laps)  
1 Ray Calcutt 1.6 Ford Barchin 11 m 34.2 s  
2 John Walsh 1.3 Lancia Beta 11 m 34.5 s  
3 Lou de Marco 1.6 Alfa Romeo 11 m 35.1 s  
4 David Barden 1.6 Alfa Romeo 11 m 35.4 s  
5 Frank Bradley 1.6 Ford Barchin 11 m 36.1 s  
6 Len Fletcher 1.6 Ford Barchin 11 m 36.4 s  
7 Ray Calcutt 1.6 Ford Barchin 11 m 36.7 s  
8 Terry Attoe 1.6 Ford Barchin 11 m 37.0 s  
9 Glyn Swift 1.6 Ford Barchin 11 m 37.3 s  
10 John Homewood 1.6 Ford Barchin 11 m 37.6 s  
11 Mike Chapple 1.6 Ford Barchin 11 m 37.9 s  
12 Freddie Jacks 1.6 Ford Barchin 11 m 38.2 s  
Fastest lap: Morgan 11 m 34.2 s  
Unlimited Capacity Single-seater (10 laps)  
1 Philip Guerola 1.8 Brabham-FVC BT30 10 m 34.5 s  
2 Reg James 1.6 March-BDA 722 10 m 35.1 s  
3 Barry Hopwood 1.6 Micron-Harvey 1A 10 m 35.4 s  
4 Allan Kayas 1.6 Merlyn 10 m 35.7 s  
5 Paul Sleeman 1.6 ex-Litchfield-Crossle 10 m 36.0 s  
6 Frank Blanchard 1.6 Hawke 10 m 36.3 s  
7 John Dill 1.6 12 m 36.6 s  
8 Mick Boulton 1.6 Mini Rod 10 m 36.9 s  
9 John Webb 1.6 10 m 37.2 s  
10 Miss Angela Kearns 1.6 10 m 37.5 s  
Fastest lap: Cooke 10 m 34.5 s

## Welch at Knebworth

Falcon MC's four-abreast autocross at Knebworth Park last Sunday was run on rally-point/rallycross style with eliminating heats leading through to the quarter and semi-finals followed by winners' and runner-up finals.

The club, who had Castrol sponsorship for the £150 prize fund, restricted the entry to approximately 40 cars, each of which did some 3½ laps of the club's course which is set apart from the usual public area of the park but which is adjacent to the tarmac road leading to Knebworth Hall which will be used in this weekend's Avon Tour of Britain.

In the winners' final the 1800 Escort of John Welch had a comparatively easy win when Eric Nosek, his potential danger, had a bad start in his Cooper. Nosek took the whole of the first lap to get past Dave McDine and Tony Masterson, both in Minis, but Welch was unapproachable by this time and won easing up. Nosek spectacularly spun as he crossed the finishing line and McDine had to spin to avoid him.

In the runners-up final John Greasley used the superior traction of his 998 Imp to out-drag the Minis of Neil Henderson and Gordon Bland along with the Anglia of Tom Eaton. Greasley was another easy winner with Henderson second. Ron Douglas brought along his Stormont Escort but, although spectacular, failed to get into the final stages.

## Drag News . . .

At round the mid point of the two STP drag racing championships, the points positions are as follows:

Pro-Stock: Kevin Pilling (Camaro) 20, Tony Dickson (Camaro) 19, Steve Jackson (Camaro) 18, Peter Crane (Camaro) 17, Keith Harvie (Camaro) 16, Yvan Street (Mustang) 15, Mike Yon (Mustang) 14, Paul Andrews (Mustang) 13, John Arkin (Mustang) 12, Ivan Fyfe (Mustang) 11, Dennis Hunt (Mustang) 10, John Ledder (Mustang) 9, A O Connor (Mustang) 8, Dennis Mullen (Mustang) 7.

In Pro-Stock, Kevin Pilling's early success should keep him well in contention for the rest of the year, although it looks as if Gary Goggin should now start to move up now that he has his truck block motor fitted. With an 11.0 s at 127 mph at Silverstone on the engine's first run, the car is obviously just starting to get down to its potential times.

Tony Dickson will have a new cam in his car this coming weekend that he hopes will give him a couple of tenths, but until his 432 engine is rebuilt, he will be struggling to stay in touch. Meanwhile Pete Crane will also be back in action with his Chris Steele-built 440; whilst after his second major blow-up of the season, Keith Harvie will probably not be out again until he has built his Firenze/Chev. His Camaro will not now go to Mustapha Errol, but it will still be sold to a newcomer to the sport.

In Top Street, Bob Oram has done amazingly well with his Jag, but it looks as if the ever-strengthening American iron will start to dominate. But if he can keep on finishing well up at each meet, with different cars winning, he could still end up as champion.

This weekend's event does not count owing to its International status, but STP will be well represented by Paula Murphy in the STP Plymouth Duster funny car from the States. The STP Jensen Healey which is currently the prize for winning STP's new competition will also be on show, whilst Nick Brittan will be there driving an Escort in the Avon Tour of Britain drag race stage on Saturday afternoon.

The International meeting itself promises to be the most spectacular show ever staged in this country. For the first time, two American funny cars will be seen racing each other in this country.



Murphy has run a best of 6.7 s/217 mph in her funny car, but has managed a 6.00 s/258 mph in the "Pollution Packer" rocket car. The other funny car is one of Don Schumaker's fleet of "Stardust" cars. Don is one of the top names in American drag racing, with dozens of wins to his credit, and a best performance of 6.4 s at 230 mph. The sight of these two alone should be enough for most, but Tony Nancy is also coming with his rear-engined Top Fuel dragster.

Tony was here before at the first and second drag festivals in the early sixties, but has of course come a long way since then, having just been to Japan for an exhibition run with his 6.1 s/239 mph car. Powered by a big 426 Chrysler Hemi stroked to around 480 cubic inches, Nancy's car will face a very real challenge from the British fuellers. Clive Skilton will be going in strength with his new Donovan engine in the Castrol car, with the 6.6 s stroked motor as a spare. The "Hill-billies" car will have the 392 to start out with, but if Clive's Donovan runs well straight away, the spare engine will go into the Accles and Pollock car. Dennis Priddle will be running his Donovan and is determined to run a 6.3 s with the car, whilst Tony Gane will again drive "Mr Six" with a new 392 motor fitted.

Allan Herdridge will again be at the wheel of the Raceways "Firefly," with Mike Hutchinson looking to improve on his recent 7.5 s in "Nokey" Hill's car, with John Suggery making up the field in the Ford "Commuter." Some pretty sensational times are promised from the eight cars. Fred Whittle has entered his altered in the Top Competition class, where he should be able to give Dave Stone some strong opposition. Also running will be Hazze Fromme in the injected 426 Capri from Sweden, with Phil Eison making up the foursome. All the other regular cars will be entered in the competition and dragster classes, with a whole team of Top Street cars due to arrive from Sweden to make up the biggest ever Top Street bracket. Pro Stock looks like having five entries going for four spots; Goggin, Pilling, Dickson and Crane will be joined by the first of the English-bodied cars to appear this year, the Stone's 332 Chev/Escort. Mike Aitken might make it in his 327 Capri, with another possible spot going to Pete Andrews' Corvette, which will be driven by Adrian "Yogi" Yorke. Rounding out the American team will be Danny Johnson on his twin-engined Harley-Davidson bike that has recorded a phenomenal 8.5 s at 181 mph.

The meeting is organised by the BDR&HRA, and will have a full day of qualifying on Saturday the 7th. Over £900 has been allocated for qualifying bonuses by Santa Pod Raceway, with the club doubling its prize money on Sunday, and this format will be followed at all major two-day events from now on—one of the best moves to be made by Santa Pod and the club in a long time.

**E.T.**



Cecil Clutton's GP Italia with Steady Barker's Napier in background.

## PRESCOTT

# Bugatti nostalgia

There can be few motor sport venues more pleasant than Prescott hill climb in Gloucestershire when the weather is fine and the mood relaxed. Such was the scene last Saturday when the Bugatti Owners Club celebrated 35 years of ownership by promoting a restricted event which also coincided with the latter stages of this year's International Bugatti Rally which came to Prescott as the penultimate part of a week of mainly social activities.

Nostalgia was present in abundance throughout the day as a variety of some of the most precious cars ever to come from the French factory stood proudly in the sloping paddock as their owners swapped yarns, discussed their problems and generally were happy to be part of the oh so relaxed occasion. The racing, or climbing, seemed of little importance. The crowd sparse, but knowledgeable, were present for the opportunity to see the Bugattis, the odd Frazer Nash, several ERAs, not to forget MGs, Alfas, the Itala, Napier, Sunbeams, etc.

So far as the visitors were concerned some 36 crews had been participating in the rally.

Price's Bugatti 57SC gets away from the start.



mainly from Europe but with some Americans and a South African flying over and firing cars. Perhaps the best known visitor of all was Raymond Mays who was seen in deep conversation with the ERA owners in particular, and who probably would have collected the odd BTD if Prescott had been a hillclimb in his glorious pre war days.

So to the sport and pride of place must go not to Hamish Moffatt who collected BTD with ERA R3A in 44.50 s to collect a goblet, but to John Venables-Llewellyn who knocked almost a second off the six-year-old record for unsupercharged vintage sports cars. Driving Mitchell's 1930 Frazer Nash fitted with the 1971 cc engine, he went up in 46.71 s to hammer Ron Footitt's 1967 time in his 1926 AC/GN.

The event had opened with a cavalcade of Bugattis led by Cecil Clutton in his 1908 Itala and he went on to take the veteran class from Steady Barker's 1908 Napier. In the sports car class (up to 1500 cc), Colvin Gunn, was most spirited with his MG QA replica model and his 51.81 s gained him first place by a huge margin over Hugh Conway's Type 37A who was nearly half a second quicker than the Type 37 of Michael Gilbert.

Tony Mitchell's 1930 Frazer Nash Falcon took first and second places in the 1501-3000 cc class. Bill Stephenson did 48.08 s to pip the owner by 0.24 s with David Black's 1931 Monza Alfa third. The rare Type 57SC of Price (one similar realized £24,000 in auction in America last year) contested the over 3 litre class where victory went to Hamish Morten's 1920 Bentley 3/4 in 48.57 s.

Ian Preston was the next to collect a class at this Shell-sponsored event with his Type 35B which did 46.38 s to take the over 2 litre racing car class and "Doc" Taylor collected yet another award for the Caesar Special when he improved on his handicap by 7.15 s with a run in 46.71 s which was also good enough for him to collect the award in the survivor's handicap. Finally Martin Dean in his Type 37A won the Bugatti handicap when he improved on his handicap of 56 secs by 3.85 s.

**Results:** BTD: H. Moffatt (1925 ERA R3A), 44.50 s. Class winners: C. Clutton (1908 Itala GP), 55.98 s; C. Gunn (MG QA Replica), 51.81 s; W. R. Stephenson (1930 Frazer Nash Falcon), 48.08 s; H. A. Morten (1920 Bentley 3 1/4), 48.57 s; J. Venables-Llewellyn (1930 Frazer Nash Falcon), 46.71 s; I. Preston (1930 Bugatti T35B), 46.38 s; W. A. Taylor (1931 Caesar Special), 46.71 s; E. M. Dean (Bugatti T37A), 52.05 s.



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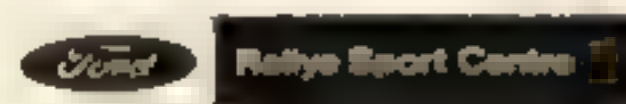
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Robin Smythe led the 750 chase in his Warren behind John Giles, eventually dropping back with overheating

## SNETTERTON

# Narrow win for Taylor

Contrary to popular rumour it doesn't always rain at Snetterton, indeed perhaps the only complaint at Sunday's Romford Enthusiasts CC-organised Clubbie was the presence of too much sunshine. Championship races for Super Vico F1200 and Reliant 750F were included in the seven-race programme with runaway leaders Mike Taylor (TT) and Mike Street (DC Plus) both having problems in the later stages of their races and scoring narrow victories. Ian Mawby crashed his F Atlantic Lotus 89 very badly at Bear following a brake failure during the libre practice, the car cartwheeling a vast distance into the bank which separates the circuit from the A11 trunk road. Although he sustained a broken neck, this news was much happier than at first was feared.

The timekeepers had paid John Brock the compliment of an extraordinarily quick practice time for pole position on his first race at Snetterton with his Nike but at the fall of the flag the status quo was restored and the lead battle, as anticipated, involved David Minister's Elden, the Royales of Graham Elkington and Chris Barnett and Glenn Eagling (Lotus 81). While these four pulled away the rest of the capacity grid stayed in a continuous train for far longer than one expects at a non-championship F Ford race. With Barnett dropping back slightly the lead continued to change but Eagling looked to have the edge as they started the last lap, his first win at his local circuit was safe for Minister and Elkington tangled at the Hairpin, the Royale driver restarting to take second while Minister lost third to Barnett.

Mike Street led off the F750 Championship contenders at a fine pace and for most of the race interest centred on the carve-ups from second to fifth place. Robin Smythe (Warren) led the chase, followed by John Giles and Richardson in JGS and DNC respectively while Lyn Evans (Centaur) and Paul Adams (Paladin) were also in attendance in the early stages, Adams relinquishing his place with a spin into the sandbags at the Hairpin. With two laps to go the second place battle closed on Street with Richardson actually nipping past the DC Plus on one occasion, but on the final circuit Street regained the lead and held off another challenge from Richardson who himself was almost caught by Giles. Smythe's hopes faded as the Warren once again began to overheat.

Brian Hough caused drama on the Mod-

sports grid by failing to arrive to claim his pole position, the TVR suffering a fuel block age on the pace lap. Harry Phillips took advantage of the gap to hammer the Jiffy Packaging Chevrolet Corvette into second spot and gradually close the gap on John Evans' fleet Lotus Elan. Phillips' game drive in the seemingly evil handling car came to an end at the Esses on the last lap as he tried for the lead (as the paint on the Elan shows) it seems that "something broke" in the suspension further up the track and the 'Vette stuffed the bank rather hard. Evans ran home a worthy winner while another Elan piloted by Geoff Gilkes took second.

Mike Taylor's Tetranychus Telarius was so much quicker than the rest of the F1200 pack in practice that it was almost embarrassing—to all but Mike Taylor. In the race the gap between the TT and second place gradually became wider until the spider broke a wishbone with more than three laps to go and suddenly we had a lead dice and not a third place battle to watch. Somehow Taylor held off John Corboy's U2, indeed his car was handling so badly on some corners that the two cars touched once as the TT slowed, and he made the line a few lengths ahead. Harry Cooper's remarkable looking Hair Super star shone well enough to just beat Norman Manning (Toucan) after 8 frantic laps but once sympathy goes to Chris Bristow whose Allen held second to Taylor for many laps until retiring with engine trouble since he could hardly fail to have passed the TT. Paul Griffin inverted his Griffin at Russell after a fairly mild spin and may have sustained a broken arm in the process.

Sunday July 1, 1973, will go down in Peter Morley's diary as the day when he finally beat Frank Lockhart. The efforts of Morley in the refurbished Pacey Hassan Bentley to overhaul Lockhart's Rover Special enlivened an otherwise processionary Historic, Vintage PVT, etc. race although David Ham completed a successful weekend with the superb-sounding Lister Jaguar to score a runaway win.

If a Man of the Meeting award was at stake it would surely have gone to Andrew Wheldon who elected to start from the rear of the saloon race grid, after qualifying for pole, since his Cooper S was virtually without first and second gears, and by half race-distance was already into the top five of the

lap charts. His ensuing dice with Nick Wattiez's Longman Cooper S involved quite a bit of needle with Wheldon finally having to settle for a class second place and fifth in the overall order. Jeff Mann (Anglia t/c) hit the front by Riches and was never headed although Mike Weston's Escort-BDA seemed to be getting a little nearer in the closing stages. Roger Taylor's now much lower 1700 Escort BDA held a good third until its gearbox cooked while Les Nash was making up ground after a very brief practice outing in the Bevan Imp when he also fell by the wayside. Rosen Nash in one of his few successful outings at Snetterton with his 7-litre Ford Mustang took third. "Rupert the Bear" Long—smarting from an incident which damaged his Anglia in the paddock—ran home sixth and took the 1-litre category easily while the remarkable Wesley Mini of Norman Blowers took the next place and the 850 category way ahead of its nearest rival.

The Libre event was a one-car race with Martin Watson lapping most of the field, indeed one of them three times, in his P Atlantic GRD and equalling Alan Keriberg's libre record in the course of a completely trouble-free drive. Peter Deal circulated his Brabham safely in second spot well ahead of John Markey's Gropa while Brian Hough made up for his earlier disappointment by recording a 99.96 mph lap with the TVR (over 4 mph quicker than the Modaport record) before giving up the chase of the BMW-men as his mount was beginning to overheat.

## MIKE DIXON

Formula Ford (8 laps): 1, Glenn Eagling (Lotus 81), 1 m 34.4 s, 91.94 mph; 2, Graham Bling-ton (Hugobol Mini), 14 m 34.6 s, 8.5; Chris Barnett (Hugobol Mini), 14 m 34.6 s, 8.5; David Minister (Jaguar), 14 m 34.6 s, 8.5; 4, Alan Capner (Lotus 81), 14 m 34.6 s, 8.5; 5, Gary E. (Titan Sabre), 14 m 34.6 s, 8.5; 6, Peter Deal (Brabham), 14 m 34.6 s, 8.5; 7, John Markey (Gropa), 14 m 34.6 s, 8.5; 8, Brian Hough (TVR Tucan), 14 m 34.6 s, 8.5.

Reliant 750 Formula National Championship Round (10 laps): 1, Mike S. (rel. 842 L), 1 m 33.0 s, 76.99 mph; 2, John R. (rel. 842 L), 1 m 34.0 s, 75.00 mph; 3, John R. (rel. 842 L), 1 m 34.0 s, 75.00 mph; 4, John R. (rel. 842 L), 1 m 34.0 s, 75.00 mph; 5, John R. (rel. 842 L), 1 m 34.0 s, 75.00 mph; 6, John R. (rel. 842 L), 1 m 34.0 s, 75.00 mph; 7, John R. (rel. 842 L), 1 m 34.0 s, 75.00 mph; 8, John R. (rel. 842 L), 1 m 34.0 s, 75.00 mph; 9, John R. (rel. 842 L), 1 m 34.0 s, 75.00 mph; 10, John R. (rel. 842 L), 1 m 34.0 s, 75.00 mph.

Modified Sportscars (8 laps): 1, John Evans (1.6 Lotus Elan), 1 m 37.0 s, 91.07 mph; 2, Geoff Gilkes (1.6 Lotus Elan), 1 m 37.0 s, 91.07 mph; 3, Colin Lane (1.6 Jaguar E), 1 m 37.0 s, 91.07 mph; 4, Andrew F. (1.6 Lotus Elan), 1 m 37.0 s, 91.07 mph; 5, John Corboy (1.6 Lotus Elan), 1 m 37.0 s, 91.07 mph; 6, John Corboy (1.6 Lotus Elan), 1 m 37.0 s, 91.07 mph; 7, John Corboy (1.6 Lotus Elan), 1 m 37.0 s, 91.07 mph; 8, John Corboy (1.6 Lotus Elan), 1 m 37.0 s, 91.07 mph; 9, John Corboy (1.6 Lotus Elan), 1 m 37.0 s, 91.07 mph; 10, John Corboy (1.6 Lotus Elan), 1 m 37.0 s, 91.07 mph.

Super Vico Formula 1200 Championship Round (10 laps): 1, Mike Taylor (1.2 Tetranychus Telarius), 1 m 34.0 s, 91.07 mph; 2, John Corboy (1.2 U2), 1 m 34.0 s, 91.07 mph; 3, Harry Cooper (1.2 Hair Super), 1 m 34.0 s, 91.07 mph; 4, Norman Manning (1.2 Toucan), 1 m 34.0 s, 91.07 mph; 5, Paul Griffin (1.2 Griffin), 1 m 34.0 s, 91.07 mph; 6, Paul Griffin (1.2 Griffin), 1 m 34.0 s, 91.07 mph; 7, Paul Griffin (1.2 Griffin), 1 m 34.0 s, 91.07 mph; 8, Paul Griffin (1.2 Griffin), 1 m 34.0 s, 91.07 mph; 9, Paul Griffin (1.2 Griffin), 1 m 34.0 s, 91.07 mph; 10, Paul Griffin (1.2 Griffin), 1 m 34.0 s, 91.07 mph.

Historic Racing: Vintage PVT Sports Car: Morgan Sports Car (8 laps): Overall and Historic Round: Vantage and PVT Sports Car Class: 1, David Ham (1.8 Vantage), 1 m 34.0 s, 91.07 mph; 2, David Ham (1.8 Vantage), 1 m 34.0 s, 91.07 mph; 3, David Ham (1.8 Vantage), 1 m 34.0 s, 91.07 mph; 4, David Ham (1.8 Vantage), 1 m 34.0 s, 91.07 mph; 5, David Ham (1.8 Vantage), 1 m 34.0 s, 91.07 mph; 6, David Ham (1.8 Vantage), 1 m 34.0 s, 91.07 mph; 7, David Ham (1.8 Vantage), 1 m 34.0 s, 91.07 mph; 8, David Ham (1.8 Vantage), 1 m 34.0 s, 91.07 mph; 9, David Ham (1.8 Vantage), 1 m 34.0 s, 91.07 mph; 10, David Ham (1.8 Vantage), 1 m 34.0 s, 91.07 mph.

Morgan Sports Car Class: 1, Malcolm Hayward (1.8 Morgan), 1 m 34.0 s, 91.07 mph; 2, Peter Lloyd (1.8 Morgan), 1 m 34.0 s, 91.07 mph; 3, Peter Lloyd (1.8 Morgan), 1 m 34.0 s, 91.07 mph; 4, Peter Lloyd (1.8 Morgan), 1 m 34.0 s, 91.07 mph; 5, Peter Lloyd (1.8 Morgan), 1 m 34.0 s, 91.07 mph; 6, Peter Lloyd (1.8 Morgan), 1 m 34.0 s, 91.07 mph; 7, Peter Lloyd (1.8 Morgan), 1 m 34.0 s, 91.07 mph; 8, Peter Lloyd (1.8 Morgan), 1 m 34.0 s, 91.07 mph; 9, Peter Lloyd (1.8 Morgan), 1 m 34.0 s, 91.07 mph; 10, Peter Lloyd (1.8 Morgan), 1 m 34.0 s, 91.07 mph.

Saloon Cars over 1300 cc: 1001 to 1300 cc, 851 to 1000 cc up to 850 cc and MA: 7, Formula (8 laps): Overall: 1, Jeff Mann (7.0 Ang t/c), 14 m 34.6 s, 8.5; 2, Mike Weston (1.6 Ford Escort BDA), 14 m 34.6 s, 8.5; 3, John Nash (7.0 Ford Mustang), 14 m 34.6 s, 8.5; 4, John Nash (7.0 Ford Mustang), 14 m 34.6 s, 8.5; 5, John Nash (7.0 Ford Mustang), 14 m 34.6 s, 8.5; 6, John Nash (7.0 Ford Mustang), 14 m 34.6 s, 8.5; 7, John Nash (7.0 Ford Mustang), 14 m 34.6 s, 8.5; 8, John Nash (7.0 Ford Mustang), 14 m 34.6 s, 8.5; 9, John Nash (7.0 Ford Mustang), 14 m 34.6 s, 8.5; 10, John Nash (7.0 Ford Mustang), 14 m 34.6 s, 8.5.

Over 1300 cc class: 1, Mann (8.50 mph), 2, Weston (8.50 mph), 3, Nash (8.50 mph), 4, Nash (8.50 mph), 5, Nash (8.50 mph), 6, Nash (8.50 mph), 7, Nash (8.50 mph), 8, Nash (8.50 mph), 9, Nash (8.50 mph), 10, Nash (8.50 mph). Up to 850 cc class: 1, Norman Blowers (850 Wesley), 1 m 34.0 s, 91.07 mph; 2, M. L. D. (850 Wesley), 1 m 34.0 s, 91.07 mph; 3, M. L. D. (850 Wesley), 1 m 34.0 s, 91.07 mph; 4, M. L. D. (850 Wesley), 1 m 34.0 s, 91.07 mph; 5, M. L. D. (850 Wesley), 1 m 34.0 s, 91.07 mph; 6, M. L. D. (850 Wesley), 1 m 34.0 s, 91.07 mph; 7, M. L. D. (850 Wesley), 1 m 34.0 s, 91.07 mph; 8, M. L. D. (850 Wesley), 1 m 34.0 s, 91.07 mph; 9, M. L. D. (850 Wesley), 1 m 34.0 s, 91.07 mph; 10, M. L. D. (850 Wesley), 1 m 34.0 s, 91.07 mph.

Formula 1: 1, Mann (8.50 mph), 2, Weston (8.50 mph), 3, Nash (8.50 mph), 4, Nash (8.50 mph), 5, Nash (8.50 mph), 6, Nash (8.50 mph), 7, Nash (8.50 mph), 8, Nash (8.50 mph), 9, Nash (8.50 mph), 10, Nash (8.50 mph). Formula 1: 1, Mann (8.50 mph), 2, Weston (8.50 mph), 3, Nash (8.50 mph), 4, Nash (8.50 mph), 5, Nash (8.50 mph), 6, Nash (8.50 mph), 7, Nash (8.50 mph), 8, Nash (8.50 mph), 9, Nash (8.50 mph), 10, Nash (8.50 mph).

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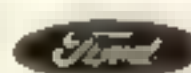

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# Alexander sets BTD

The first ever Jaguar DC Wiscombe Park hillclimb was run last Sunday with Anthony Hutton taking charge of the paperwork and general organisation. BTD went to Brian Alexander in his now bulky looking Ginetta G16 with Buick engine fitted with fuel injection, Brian Moyse being his closest rival in his neat U2.

Wally Pratt's oft-competing Fiat 800 Abarth took the first class for Tim Dodwell's 998 cc Cooper by less than a second and in the larger capacity class for road-equipped saloons, Alan Muscard's 3 litre Capri was pipped on the second run by 0.05 s by the nimble Escort BDA of Mike Phillips. Of the more highly tuned saloons, Ernest Peat's sole run in his Commer Imp, surely one of the quickest hillclimbing Estate cars ever, was sufficient to gain him the class win before retiring in the larger capacity class for modified saloons, Alan Humphries' Escort was a convincing winner with a splendid 46.54 s, the only other competitor to break 49 s being Robin Bowes' Viva 2 litre which made a tidy 47.89 s second run.

The only entries for the series production sports cars were all in the over 1300 cc class but this was well supported. Two of the three Daimler SP250s didn't run and most of the cars were pretty standard examples; even Paul Channon's superb red Cobra was on road tyres when he won the class with a shattering 45.83 s, just about 6 s faster than Chris Smith's 4.4 Morgan which was harried home by Nigel Hatton's very pretty Datsun 240Z. Keith Green's roadgoing Lotus 7 equalled the Datsun's time on his second run but took third place on aggregate.

Ashley Cleave romped up the hill in his venerable Morris Special in the smaller modsports class, Tony Chipp's GSM Delta expired at the first corner with what appeared to be fuel pump problems and Garry Morse had great problems with his very nicely turned out Clan Crusader which was having one of those frustrating misfire problems which sounds like a minor fault but defies analysis.

Guy Beddington upheld Jaguar honour with his V12 fuel-injected Etype in the larger capacity modsports class and also set up third BTD with a 45.09 s, Tony Brown's Modsports Cobra grabbing second spot from the earlier E of Nigel Pow. The sports racing cars class of course included Brian Alexander's Ginetta and feeling somewhat harried by Brian Moyse's U2 which was only 0.1 s behind on the first runs, the Ginetta driver

pulled a 44.31 s run out of the bag which gave him BTD and left Moyse the class award, with Norman Hutchings just over a second behind in his U2.

The single seater class was depleted further from its number left after non-starters, when Keith Nolan's co-driver Brian Brown took an unplanned trip into the bushes in their Terrapin Mini and it was left to Jerry Jurman to win the class in his Vixen Imp.

Nick Cussons turned up in the rather well-used Project 214 Aston Martin and romped away with the Aston Martin award, also taking second place in his own sponsored class for Post Historic cars where he set a staggering 47.98 s in his efforts to beat Tony Brown's Cobra which dominated the class with two runs under 46 s. Only two runners took part in the 2-litre Spreckley Thoroughbred class, Bob McElroy winning in his Le Mans MGA. The largest capacity class was better supported and Richard Williams' DB4, running in no less than three different classes, gained his reward in this category with a 51.85 s, beating the handsome XK150S of Roy Richards and Motor's fast Road Test scribe, Gordon Bruce in Motor photographer Paul Skilleter's superb alloy-bodied XK120. Paul himself wisely running in a different class from Gordon Bruce who is no respecter of friends who lend him cars to co-drive and frequently beats them, annexed the Jaguar class for himself with 53.24 s, his main rival Nigel Pow having elected to run in the modsports class instead.

Sir Nicholas Williamson, the reigning hillclimb champion, produced a bottle of wine for the BTD man, Brian Alexander, and expressed himself pleased with the turnout and atmosphere of this pleasant meeting. Wiscombe Park is developing a Trout Farm adjacent to the hillclimb and spectators will be able to catch their supper while they watch the sport.

**ROBIN REW**

| STD | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9  | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 | 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 | 81 | 82 | 83 | 84 | 85 | 86 | 87 | 88 | 89 | 90 | 91 | 92 | 93 | 94 | 95 | 96 | 97 | 98 | 99  | 100 |
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## LYDDEN

## Morrison scores in Super Vee

TEAC were in charge of a nine race meeting at Lydden last Sunday, when the club championships in particular were catered for. In glorious weather the nine races were run off slickly in three hours with near full grids; several races provided excellent entertainment.

Proving that cubic capacity is not everything Gerry Glass in 850 Swiftone Mini outdragged John Homewood's 1-litre Imp from pole position on the 1-litre saloon race but Homewood asserted himself in the lead by the second corner and drove steadily to the flag. David Enderby drove well in his 850 Mini to hold off Colin Craven's 1-litre Imp in a race-long duel for third place.

A non-championship Formula Vee race gave Martin Thompson's Scarab a win from poleman Martin Woodman's Project 73. Engulfed by the field at the start Woodman and Thompson drew clear from Alan Board's



Morrison winning the Super Vee race at Lydden.

Alpha Vee at the third lap, then Thompson took the lead at the exit from the Elbow to win by 5.2 s.

Tony Westbrook led from the grid in the Mini 7 dics, closely tailed by Mick Collard and Mini 7 Champion David Sambell. Jim Robertson left the fray on the first lap parking his Mini on its side in the long grass at the Elbow, while Westbrook and Collard gradually left Sambell in a tremendous dice for the lead. Mick Collard was slightly faster through Chessons Rise and on the last lap squeezed passed and tightly held the last three corners to take a 0.3 s win.

Another good race was for FFs. Peter White's Palliser switched on to automatic pilot and despite many attempts, nothing Wil Arif in his Merlyn could upset White's flightpath to the chequered flag. Second row men Don Smith also in Merlyn and John Brick's Elden were locked in combat for third place gradually dropping out of contention for the lead, with Brick eventually taking third place by 1 s.

Six Power Championship points were at stake in the Monoposto race. Poleman Alan Baillie in his Viking 1A points leader Brian Jordan's Nike from taking another win while a furious dice developed for third place between David Coombs' Mantis and the Brabhams of Bruce West and John Boughton. West driving with great verve took over third on the last lap in his BT18, while Coombs crossed the line a nose ahead of Boughton and both finished with the same time.

In the modified sports car race Tony Dunderdale in his Turner 1600 drove away from a failing opposition. First Rod Longton's TVR was second for one lap but he fell back with falling oil pressure and retired, then Roger Redsell's Spridget gave chase and retired with overheating on lap four. David King's Ginetta G4 eventually took second place and Paul Howard's TVR emerged third while most of the remainder of the field indulged in spins or retired.

The Drake and Fletcher Viva of Brian Davidson beat Nick Whiting's Escort FVA off the line again in the large saloon race only to be demoted to second again on the first lap at the Elbow. Brian Cox (1.3 Mini) kept Colin Folwell's big Capri in fourth place and at the front Davidson kept up the pressure to gain a lucky win when Whiting's Escort retired on the last lap with transmission maladies.

The Super Vees made their Lydden debut with championship points leader John Morrison in his M & S International Supernova having no trouble adding another nine to his score. Fred Saunders surfaced 2 s behind in a spirited drive and third place went to one time FF Lydden lap record holder Mark Litchfield (Crosslé 24F) in a fast but unspectacular race.

The meeting finished with a sad scene, seven cars came to the grid and four cars finished. Luckily for F4 enthusiasts most of the spectators had gone home.

**JOHN BICKNELL**

Results on page 53

John Alison's 3.8 Jaguar at Wiscombe







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## Mill's two at MCC's Clubbie

One of the oldest and most pleasant of the true Clubbie meetings with a history dating back to quite early Brooklands days, the MCC race meeting and high speed trials were held at Silverstone last Saturday. Contemporary photographs of early events show spidery Morgan Tricars thrashing round the inner circuit at the Surrey venue and memories of these are stirred by the participation of a good turnout of these gallant little vehicles at this annual event.

Last of the high speed trials, of which the first three were for the ACU competitors, the 30 m event for cars gave competitors plenty of work to do, the circuit being none-too-clean after 90 m of motorcycle lappery. Mike Hayward's Morgan 4 8 in particular was having great problems in negotiating Woodcote, for some reason running with his headlights on all the time, but nevertheless managed a second class award. David Ham's sleek Lister Jaguar dominated the trial and just managed his first class award with 21 laps, having been hotly pursued by Mike Donovan's quick Modsports Midget through out. Mike also gaining a first. Hopkins' 4/4 Morgan and Anderson's tyre-squealing 3 litre Capri, John Mabbott's JPS liveried Europa 3, Kiley's MGB G1, Lewis' MGB, and Phillips' much sprinted Cortina Mk 1 G1 also gained firsts as did the attractive Miss Jill Barnes in her Morgan 4/4.

There were only three races for cars and Brian Mills, the amiable farmer from Bewdley romped home to win both of the better supported 8 lappers, the first being for saloons and sports cars. His main protagonists were Robin Meacham in the new Forward Engineering E type having its first circuit sort out with a 4.2 motor bored to 4.459 cc. Len Gibbs' pretty Daren, Robin Gray in the ex-Brian Haslam Pius 6 modsports Morgan, Tim Gath's 1200 Formula U2 and Colin Lane's E type together with Welch's 1650 Anglia. The first lap was hectic with the Mina and Meacham Es neck and neck into Copse, joined by David Ham's Lister Jaguar which had made a good start but at Maggotts, something led to a conflict of lines between one or two competitors and Colin Lane did a lurid spin without hitting anything, pitting at the end of the lap to have an undertray refixed. Mills hustled the cream and brown E through Woodcote with the rumbling Morgan hot on his tail, the Forward Engineering 'E' close behind but misfiring and running very rich, closely attended by Ham's Lister, which retired overheating at the end of the second lap. Welch's fast Anglia, Kipley's squat modsports Courier, Collins' earlier Courier and John Pearson's XK 120 Register car. Gray spun away his chances at

Becketts in the Moggie on the second lap the Anglia had a lurid moment at Woodcote in close company and lost a lot of ground and the race settled down somewhat although Carl Ripley threw a rod at Copse and did a sound lubricating job on the tarmac to liven things up. Mills drew out a good lead from Meacham but Len Gibbs was driving on top form and the Daren caught and passed the second place E type, setting fastest lap as he did so. He caught the leader on the last lap, closing the gap to 1 1/2 s at the finish, with Meacham 2 1/2 s behind, followed by battling Robin Gray's Morgan and Gath's smart U2, with John Pearson a now lonely sixth in the reliable XK.

The saloons' only event was very disappointing, only five starters from an entry of nine and it was hardly surprising that David Welch's Anglia centered round to win from Trevor Cook's 1-litre example. Charles Bernstein's 850 Mini and Malcolm Johnstone's



Robin Gray's Morgan spun away second in the first race, but kept it in the second.

970S battled mightily until the smaller capacity car developed a slow puncture and discretion discouraged further competition.

The third 8 lap car race was more or less a repeat of the first but with a much closer finish and the Forward Engineering 'E' had a change of pilot to John Harper. Mills again ran out the winner after a cool drive but Robin Gray's Morgan was trying desperately hard to catch him by leaving his braking very late and being hounded at the same time by Len Gibbs' Daren. On the last lap he tried just too hard and nearly spun on the outside of Woodcote exit and the wily Len slipped through into second place to finish just 0.2 s ahead. The Forward Engineering E had retired early on, after being in hot contention, its oil pressure having descended to an unacceptable level, and Tim Gath's U2 and David Ham's Lister Jaguar followed the leading trio home.

### ROBIN REW

Saloon and Sports Car scratch (10 laps): 1. B. Mills 37.42 s E 2 m 54.14 mch 2. L. Gibbs 37.42 s E 3 m 54.14 mch 3. R. Meacham 45.240 mch 4. C. Ripley 45.240 mch 5. J. Pearson 45.240 mch 6. M. Johnstone 45.240 mch 7. C. Bernstein 45.240 mch 8. D. Welch 45.240 mch 9. T. Cook 45.240 mch 10. M. Johnstone 45.240 mch

Saloon Pace scratch (8 laps): 1. B. Mills 37.42 s E 2 m 54.14 mch 2. L. Gibbs 37.42 s E 3 m 54.14 mch 3. R. Meacham 45.240 mch 4. C. Ripley 45.240 mch 5. J. Pearson 45.240 mch 6. M. Johnstone 45.240 mch 7. C. Bernstein 45.240 mch 8. D. Welch 45.240 mch 9. T. Cook 45.240 mch 10. M. Johnstone 45.240 mch

Saloon and Sports Car scratch (10 laps): 1. B. Mills 37.42 s E 2 m 54.14 mch 2. L. Gibbs 37.42 s E 3 m 54.14 mch 3. R. Meacham 45.240 mch 4. C. Ripley 45.240 mch 5. J. Pearson 45.240 mch 6. M. Johnstone 45.240 mch 7. C. Bernstein 45.240 mch 8. D. Welch 45.240 mch 9. T. Cook 45.240 mch 10. M. Johnstone 45.240 mch

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## Seventh win for Brunt

Roger Brunt from Trowbridge became the first driver to score seven wins; George Warren took his third class win in succession; Bob Merridale beat brother Tony for the first time and the inevitable John Bevan scored yet another BTD. These were the highlights of the Exeter MC's round of this year's Castrol/BTRDA Autocross Championship at Clist St Mary, near Exeter, last Sunday.

Ninety-four competitors turned up for the first of the two rounds which are being held in the West Country this year and the organisers laid on a fast 1,200 yds course and with three laps to each run there was plenty of high-speed motoring. Three Minis rolled with varying degrees of damage and a special lost a wheel in practice which regrettably struck a child spectator.

In the standard saloon class the Porsche 911S shared by Brian Evans and Dave Marston had a field day, revelling in the fast course and they blasted round within one-tenth of a second of each other, Evans gaining the nine points. In third spot was the Simca Rallye of Keith Newland. Hodges which surprisingly relegated Martin Bernard's Datsun to fourth, nearly 10 s behind the Porsche. Bernard did a little better with his 865 cc Mini finishing second to Richard Macdonald who collected his fourth class win, but then he comprehensively wrecked the car on his second run when he rolled on one of the fast corners. Macdonald won in 2 m 41.5 s whereas Evans and Marston in the Porsche got down to 2 m 40 s.

In the smaller of the two FFRWD classes Tony Merridale was delighted with his 2 m 38.6 s which gave him the class for the first time when competing against Bob, the pair in their usual Escorts. Tony was 1 1/2 s quicker than his brother who had to fight hard for his second place ahead of John Bevan whose drive in the Daf 66 more than made up the lack of horsepower and the Glas man was a mere 0.4 s away.

Among the sports cars Ron Easton again put it across the all-conquering Triumph GT6 of Messrs Dowson and Northall. Ron took the TVR Vixen round in thundering fashion to collect his second win in 2 m 38.6 s, half a second up on Dowson with Northall 2 s off the pace. But for the fact that John Button turned up with his VW there would have been no rear-engined class and his nine points were the easiest he has ever won and he now has five wins. Despite no opposition he was third BTD.

With Roger Brunt demolishing the rest of the up to 1000 cc Minis with a run in 2 m 27.6 s Nick Brice and Norman Williams were left with the places only 1 s apart but four behind Brunt who has a mammoth grand total of 81 points to lead the championship by a mile. Biggest class of the day went to George Warren who really flew round with his latest Escort BDA. George did 2 m 38.9 s to win the class by almost 9 s but Mike Wyatt (Escort) had plenty in hand over Clive Trueman (Escort), both making rare championship appearances.

Local hero Gordon Rogers made his first appearance in the championship and defeated Terry Smith by 1 s. With his 1340 Mini Rogers got down to 2 m 32.7 s for fourth best time of day and in the final class Tony Shilston took his Pimpinel Ford-engined machine to a very easy win over Rob Lyall's Grothox. Shilston's 2 m 31.0 s was a hefty 5.9 s quicker than the Midlander but when Bevan turned out with Naveb there was no doubt who was going to collect BTD and a 2 m 22.9 s did just that.

BTB J. Bevan (Naveb) 2 m 22.9 s E Class winners B. Evans (Porsche 911S) 2 m 40.7 s R. Marston 2 m 41.5 s T. Merridale (Escort) 2 m 38.6 s R. Easton (TVR Vixen) 2 m 38.6 s R. Brunt (Mini) 2 m 37.6 s G. Warren (Escort) 2 m 38.9 s G. Rogers (Mini) 2 m 32.7 s T. Shilston (Pimpinel Spec) 2 m 31.0 s

## LYDDEN RESULTS

Special saloons up to 1000 cc and 1000 cc to 1600 cc (10 laps): 1. B. Mills 37.42 s E 2 m 54.14 mch 2. L. Gibbs 37.42 s E 3 m 54.14 mch 3. R. Meacham 45.240 mch 4. C. Ripley 45.240 mch 5. J. Pearson 45.240 mch 6. M. Johnstone 45.240 mch 7. C. Bernstein 45.240 mch 8. D. Welch 45.240 mch 9. T. Cook 45.240 mch 10. M. Johnstone 45.240 mch



## New records at Scammonden

For the first time this year Mike Flather was not one of the 10 highest points scorers at this weekend's Rocar supported Castrol/BARC championship round at Scammonden. As this was the first championship meeting at the hill a number of records were rather slow thus allowing no less than six maximum point scorers, 10 new class records and a new outright record to the Manpower McLaren Mi4D Chevrolet of Roy Lape.

In class 1 an excellent first run of 28.42 s from Graham Brooks in his supercharged 1100 Escort took the class from Mike Feather who could do no better than 28.92 s in reply. Graham, still being unable to obtain the correct jets for the SU, suffered fuel starvation on the straights. Class 2 was very close with Micky Ports holding off John Davis in the first run but a quick one from John turned the tables while John Casey was only 0.06 s adrift at the end. Brian Whiting had Class 3 organised in his slick shod RS 1600 ahead of Vick Mills 3-litre Capri, while in the small special saloons Alex Boyle cleaned up in his Lotusman 5 and consolidated his championship fourth. The larger saloons class record was slower than the small one so easy 10 points went to Norman Adam's Motec 5 which did one run for a new class record at 28.76 s from Dave Bray's Yardspeed Escort and Mike Beckett's Anglia who collected 9.45 points.

Well, well! Brian Kenyon was second this week, beaten on this occasion by Mika Gleave, but only by 0.03 s and it was a time which he later took half a second off in the Top 10 run off in his Sprite.

In the middle marquee class Bob Speak reversed the first run times when after a very neat drive he beat John Ashcroft's similar Elan, giving him a new class record and 10 Control points.

John Burg had no trouble with his Midget in Class 9, while in the larger Modsports Class Fred Cliffe took his immaculate E-type up in 26.80 s for a walkover victory. Barry Joel's clubman's record remained intact despite all that Dr Whittingham could do, his best being 25.90 s in his BMW ahead of Paul Stevens and Ian Curtis in Lotus 7 and U2 respectively.

Peter Hanson had Class 12 wrapped up in his Sports/Racing Sprite at 27.39 a while in the larger class Richard Jones fairly streaked his 1/2 with Hart twin-cam power to the top in 23.97 a for 10 Castrol points, well ahead of Richard Sunderlands Lola

**2 FVA.** Another 10 points scorer was David Franklin in the small single-seater class, flinging his Huntsman Vixen up the hill to record 24.26 s. Second at 25.41 s was Bob Priest s.

In the large class it was Roy Lane all the way. Since Harewood last weekend he had changed a head gasket on one bank of the 57 Chevrolet which caused the water loss—it lost three gallons of water to do the last run! It was his first trip to this hill which he found very good, just wishing it was a little longer. An excellent first run from Tony Bancroft gave his M10B second with Richard Thwaites' Eastern Carpets Stores McLaren in third.

A number of Control Top 10 qualifiers did not run as they had 'good scores. Brian Kenyon finished with a new class record and 995 points. Mike Flather still vainly tried to get the Class 1 record but to no avail. Robert Sunderland improved to 2488 s and Chippy Stross due to some bad addition at the beginning of the season, collected 10 points.

In the Top 5 Roy Lane put in two really quick and consistent ones at 22 57 s and 22 56 s to take the course record from Rich-

and Thwaites who could do no better than finish third behind Tony Bancroft who certainly now has the hang of his new mount, the ex-Wood and now McLaren M10B Chevrolet. Pennine supported

## HAYDN SPEDDING

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## NEWS . . .

● With another 100 plus entry for the second round of the 351 Autocross Championship at East Hanington, near Chelmsford, last Sunday, the combined efforts of Billericay MC, Gaynes MC and Herts Wood AC, seem to have produced a winner this year and the only problem was the dust. Despite this Peter Cook blasted through with his Special to take STD in 2 m 2.0 s, holding off Bernard Rodemark's big engined Mini by a shade under half a second.

Rodemark started the day with a comfortable win in the small Mini class which he took in 2 m 13.4 s, three secs ahead of the field with George Hodge just holding second ahead of Ian Thomson. Things were much closer in the FERWD class where the Anglia of Graham Wilkinson led of the double Escort challenge of Keith Montanu and Graham Hathaway. The latter would have won the class by 0.2 s but he clipped a penalty marker on his first run and then suffered a broken halfshaft second time round.

After Graham Allen's Ean had taken the small sports car class by a clear four seconds Ron Avent brought his Imp through to a comfortable victory among the rear engined brigade beating the Wevers family Volkswagen. The mid-sized Mini class went to Gerry Poore in 2 m 12.9 s from Mike Smith and Howard Tilden and in the class of the big Escorts Tony Ford's 1650 version pipped Nobby Cresswell's 1600 by 1.4 s with Barry Hathaway some way away third with the TC engined Viva. Bernard Rodemark's second win, with the big Mini, would have been much smaller but for a clang by Brian Stabler who collected five secs for a marker and finished 5.3 s behind.

Cook took the Specials class by nearly 6 s from Gordon Baker's Scorpion and the final class was won by Fred Hall in his 1600 Escort competing in his first event.

[illegible]

● On Sunday, at the Prescott members' closed meeting, Geoff Rollason scored BTJ with his Lotus 69 in 46.55 s which was only 0.32 s outside his own class record. Richard Wallinger was in fine form with the Spectre bringing the sports racing cars, up to 1600 cc, class record down to 47.2 s, nearly three-quarters of a second off the previous best.

[illegible]

● Our report of the Longlife autocross organised by the Bournemouth MC stated that the sponsorship came from the brewers of Long Life beer, but regrettably this is not true, because the backing comes from the Longlife Group of Motor Accessory Shops. Cheers!

## Smith set for title

● Trevor Smith, reigning Cantrol/BTRDA Autotest champion, took another step towards retaining his title when he was easily the quickest of a field of 26 competitors who tackled the 10th round organised by Caernarvonshire & Anglesey MC at the disused Mona airfield on Anglesey, last Sunday.

Making full use of the long tests, there were 12 in all, Smith hurled his Sprite round in a winning time of 551.4 s to win the class by a huge margin and beat the best of the Mini men by 28 s. Smith added only one point to his overall score and now has 39 points out of a possible 40 and is all set to collect the crown for the second year.

Best of the class battles was that between John Larkin and Phil Darbyshire in Cooper S and Clubman GT respectively. On the day there was no way that Darbyshire could stay with the extra power of Larkin and although at one stage Darbyshire got within a second of the Essex driver, they finished 11 s apart after both collected penalties in the last three tests. Larkin finished on 577.1 s to Darbyshire's 588.1 s. Larkin collected two points to bring his total to 34 pts but Darbyshire, with events in hand, has moved to 23 points from five events and still has a chance of finishing in the top three.

In the sports car class it was a case of the survival of the fittest for behind Smith Peter Cox had to retire with a broken clutch on his Sprite and poor Harry Yapp succumbed to a slight illness. This left the class to Steve Redsell in his 1275 Sprite on 856 4 s, with Richard Yapp (1275 Sprite), 5 s away.

Calamity also struck Peter Nord with the VW which suffered the loss of first and reverse which effectively eliminated him and Tony Hunt took his Mexico to a class win in 6150 s to improve his class points a little. John Calton was 16 s behind in his Mexico and Dafydd Jones of the promoting club was third in his VW on 6802 s.

[illegible]

● Although he was beaten by Jonty Williamson and Tony Harrison at the Peterborough MC's round of the RAC Sprint championship at Duxford, near Cambridge, last Sunday, John Ravenscroft still has a three point lead with three rounds to go. Ravenscroft, driving this year the ex-Hardwick Lola T142 which Alan Rollinson raced in the early days of Formula 5000, Ravenscroft has 48 pts from four wins and a third while Williamson has 45 pts from a win, three seconds and a third. Next round, an addition, is at North Cerney, Glos, on August 5 followed by the Weston-super-Mare and Little Riseington rounds in October.

### Bishopscourt results: June 10

Madison (7 laps) 1 Mike Nugent (1000 Lotus Elan),  
11 m 71.0 s 78.64 mph 2 Allen Buck (129) MG  
Midget 11 m 46.4 s 3 Brian Hosen (129) MG Midget  
11 m 44.0 s 4 Don Rissner (130 MG Midget) 11 m  
40 s Fastest lap Mike Nugent 1 m 31 s, 83.83 mph  
Production Saloon cars (10 laps) 1 Al an Boyd  
5500 Cap 1 m 38 s 38.07 mph 2 Derek Boyd  
1570 Cap 18 m 36.4 s 3 Alan Tyndal (Escort  
Mexico 14 m 34.2 s 4 George Wingham (Hunter GLS,  
17 m 33.8 s Class winner A hard Carl Eslem Sport  
Aston Ecosta Honda 2) Fastest lap: Adrian Boyd, 1 m  
48.4 s 76.84 mph

Yamaha Ulster Trophy (25 laps) 1, Tommy Reid  
1-Bramham BT18 40 Vega 32 m 37 4 s, 98 07 mph 2,  
Bramson Tade, Cross 22F Marl 32 m 38 4 s, 3, Malen  
4A Jerry (Marh 777 80A 32 m 42 4 s, 4, K  
F see Cross 22F Vega 32 m 54 4 s, C see winner  
Harold M G 79 Bramham BT23C, Fastest lap Reid,  
1 m 16 3 s, 99 98 mph  
Specal Saloons (10 laps) 1, Des Donnelly (Viva  
Jensen Mew 15 m 04 4 s, 84 90 mph 2, Jack  
Paterson DTV Vauxhal France 15 m 47 2 s, 3  
Jay O M by Vauxha Vee 15 m 52 8 s, 4  
winners 1 m Graham (1800 Escort TC, Robb Pollock  
1, 93 Cooper S, 2, Wingham 1994 Chrysler Imp  
Fastest lap Donney 1 m 28 8 s, 84 47 mph  
Formula Ford (13 laps) 1, Crawford Mackness (Lotus  
16F 23 m 00 4 s, 83 47 mph 2, Gary Bason Cross  
16F 23 m 03 2 s, 3, Harry Ashton Mervyn 20A 23  
m 54 2 s, 4, Jim Sherry (Crosby 16F 23 m 39 4 s  
Fastest lap Gibson 1 m 30 0 s, 84 19 mph



In July 1972 Roger Clark ventured north of the border to drive in the Jim Clark Memorial Rally which he duly won from Andrew Cowan by one second. It was his third visit to the land of the Haggis that year, for in April he had won the Granite City and in June was runner-up to Hannu Mikkola on the Scottish. Since that Jim Clark Rally visit a year ago Roger has made six visits to Scotland and every time he has travelled back south with the biggest pot of gold. His victory on this year's Jim Clark Rally was predictable, professional and almost casual. Up to the point when Andrew Cowan retired from the event, Clark had been fastest or equal fastest on 13 of the 16 competitive stages but after the Scot's exit he did not record one more fastest time in the final five stages. He didn't need to, for he had already done quite enough to ensure a comfortable victory—and there's no substitute to winning.

Way back at the start, Northumbrian MC had received nearly 250 entries for the event which counted towards both the RAC Championship and the Shell The Scotsman series. Only 120 places were available, however, and although the reserve entry list of 30 was completely used up by the start, there must still be a lot of folk wondering how a newcomer even gets started. Supported by Shell, the event started in Duns at 6 pm on Saturday evening and the 360-mile route in the border country included nearly 130 miles of stages—of which some 60 miles were on tarmac.

First off was the Esso/Uniflo RS1600 of Clark Mason which was followed down the ramp by the Mogil Motors RS1600 of Andrew Cowan and Ross Finlay (which is to contest most of the remaining rounds of the Scotsman series). Tony Fowkes/Bryan Harris substituted for the non-starting Mike Hibbert at three and the Martin Group Firenze of Will Sparrow and Nigel Raeburn at four was followed in fifth spot by Peter Clarke/Barry Hughes in the Silent Night Escort. East Africa was represented at six by the Escort RS of Vic Preston Junior with Ron Crahn and they were in turn followed by the Escort TC of Dave Stewart/Alan Murray who took over the vacant number seven spot originally booked for fellow Perth man, Jimmy Rae. Bill Taylor/Ian MacIver crawled the Royal Bank of Scotland car at eight, Nigel Rockey/Paul White were starting next in the Hoopers of Bristol RS and completing the top 10 was the similar car of Paul Faulkner/Monty Peters. Russell Brookes/John Brown were in charge of Ford's loaned RS at 11 and the round dozen was made up by the Burmah Clan of Donald Heggie/George Dean.

The first two stages of the event were closed roads in the Lammermuir Hills to the north of the start and like all 24 stages in the event were named after racing circuits where Jim Clark had won races. A lot of people, including myself, found this rather an irritating gimmick and most of the competitors tended to call the stages by their more usual name or just simply quoted the number. Altogether, not a very clever idea that isn't worth repeating. Roger Clark set the pace at Spa, which was just north of Abbey St Bathans, and was one second quicker than Cowan, who in turn was some 18 seconds ahead of Russell Brookes' works RS. John Jago's Escort GT entered by Team Robert Moss was an early casualty here when it took off after a yump, hit an outcrop of rock and ended up in a fence, with fatal damage being done to the rear axle in the process. Also in trouble was the County Garage RS of Mike Gilligan which was stopped with the bonnet up and the Citroen of Peter Dalkin which suffered a fire at the front. The second stage was called Solitude and used part of the Gifford to Longformacus yellow. Cowan was ahead of Clark here by several seconds but there was to be no advantage for the Scot as they were amongst the seven cars who cleaned the stage. The other five were Tony Fowkes, Peter Clarke, Russell Brookes, Tony Drummond and Willie Crawford—who is always a man to watch on the farm stages.

Stage 3 (Levin) was the private road at Slaterspath and fastest man here was Bob

## JIM CLARK RALLY

# Little trouble for Clark

Bennett in his Mathwall-engined BMW 2002 TI, three seconds quicker than Clark and four in front of Cowan. The car, owned by Bennett but prepared by BMW Concessionaires was running at No 68 but it went like a train for the whole event and Bob's final place showed that the time was certainly no fluke. Clark had three seconds over Cowan at Charterhall airfield while once again making up the fastest six were Drummond, Brookes, Fowkes and Crawford.

Designated, Zolder was the private road stage at the Bield and while two seconds was the margin between Clark and Cowan this time, Brian Benson smashed all the lights on his Escort when he nosedived the car after one of the very violent "yumps" in the stage.

After another closed road stage near Westruther (Indianapolis) where Clark (3.05) was followed by Cowan (3.09), Brookes (3.10), Crawford (3.15) and Drummond (3.16) came the run down to the first fuel halt at Powburn as stage 7 (Kylami) had been cancelled before the start. Out by this point was the TC of Dave Stewart which had been blowing oil out all over the wheels, brakes, windscreen, etc from soon after the start.

By Powburn, Clark had a lead of eleven seconds from Cowan while in third and fourth spots were Peter Clarke and Russell Brookes. These two, a full half minute behind Cowan were followed by Tony Drummond, Willie Crawford, Tony Fowkes, Bob Bennett, "Piggy" Thompson in his green Drummond-built RS and Paul Faulkner.

Four stages in the Otterburn army ranges were next on the agenda and were known as Riverside, Brands Hatch, Goodwood and Zandvoort. Riverside was cancelled from the results for some reason or another but at Brands Hatch, Russell Brookes really put his foot down to beat Clark by a second and Cowan by nine. Peter Clarke, Nigel Rockey and Peter McDowell in his very smart Opel Ascona were all quick here but out went Brian Coyle's Imp with a complete lack of brakes. Tony Burt-Jones had a big spin perilously close to a large crater in his Mini because of a puncture and collected a maximum after changing the wheel in the stage while Chris Baynon began to have trouble with broken engine mountings on his Twin Cam. Leo Panitzke's RS was credited with the fastest time at Goodwood where Cowan captured nine seconds back from Clark but at Zandvoort, Roger regained the nine seconds with Russell Brookes separating the top two cars. Bennett and Drummond were quick again but Tony Fowkes retired with unknown maladies and also out went Mike Telford's Saab with a blown head gasket. Cowan had a monumental "yump" in the stage when flat out in top (somewhere around 115 mph) and the eventual result to earth resulted in a broken front cross member and a suspicious whine from the diff.

Positions after the ranges showed that Clark had increased his lead over Cowan to 21 seconds with Brookes some 36 seconds behind in third and Tony Drummond a further 71 seconds slower in fourth spot. Fifth was Peter Clarke and he was followed by Bennett, and the four "new entries" of Bill Taylor, Vic Preston, Leo Panitzke and Peter McDowell.

Four stages in Kielder now lay in front of the cars before the next fuel halt at Byrness and on the first of the quartet (Watkins Glen), Cowan pulled back 8 seconds from Clark who was in turn only a second faster than Brookes. Back into the more suitable conditions of the forests, Bill Taylor appeared in the fastest six along with Rockey and Faulkner but Alastair Findlay got a bit too worked up and put his RS well off at a left-hander in the ditch for over an hour, he nevertheless

managed to get to Byrness without being excluded. Sebring saw the top two tie for fastest in front of Drummond, Taylor, Brookes and Rockey but at Oulton Park it was Clark back in front of the Scot by 9 seconds. Will Sparrow made a brief sortie into the top times to record the same time as Taylor but Tony Burt-Jones had to stop half a dozen times with ignition troubles and was eventually OTA at Byrness. Also in the toils here was Tom Coffield Jr who put his Firenze into a ditch for 20 minutes. Rheims had to be cancelled because of a dicky watch but there were a number of crews who must have wished it had been scrubbed before the start. Peter Clarke exited with mysterious mechanical problems, Tony Drummond took no further part after the electronic ignition failed to do its job, and Paul Derry had to retire his fast moving Twin Cam with gearbox trouble.

The Byrness halt, at around midnight, was followed by four more stages in the Kielder complex which boasted the unlikely names of Nürburgring, Syracuse, Monaco and Mallory Park. The times given for the top cars will not be quite right here as Andrew Cowan was to disappear in the last of the four stages and his times for the other three were not included in the final reckoning. On paper it was Clark to the fore on every stage in front of Russell Brookes each time, by a total margin of 26 seconds. Kielder as most people know is a big place and a number of people were to disappear somewhere in the complex without showing their faces again. Peter McDowell made his exit in the area when he put the Opel well off into the trees while other men who did the vanishing act were Piggy Thompson, Alastair Clark and Will Sparrow—with a broken rear axle. The Samson brothers retired their Viva hereabouts while also out went Alan Arnel's Lotus Cortina with a distinct lack of exhaust equipment. The biggest exit though was that of Andrew Cowan who finished the event at Mallory Park. Coming over a brow at considerable speed he was deceived by an arrow and gently rolled over before ending up back on the wheels—but well off into some particularly boggy ground. It was over an hour before enough manpower could be assembled to extricate the car and there was nothing left to do but to retire.

Following the last fuel halt at Selkirk the rally headed northwards to the three well used Peebles stages at Karisoka (Elbank), Pau (Cardrona) and Snetterton (Glentress). At Elbank Brookes (2.48) and Taylor (2.53) were good enough to beat the now nonchalant Clark (2.56) and at Cardrona, Brookes (7.03) was some 15 seconds ahead of the field. Clark (7.18) and Taylor (7.23) were the next men while fourth fastest was Willie Crawford who was putting on a storming finish in the Lothian Sports Cars RS. Brookes (9.47) did it again at Glentress in front of Clark (9.52) and Crawford (10.21) but with the end in sight, Nigel Rockey took his leave with unknown mechanical bother and Leo Panitzke joined the non-finishers after going well off the road in his RS.

Two stages on private roads near Duns—West Moriston (Silverstone) and a reverse run back through the Bield (Monza)—completed the event and continuing his meteoric morning run, Willie Crawford took fastest time on both.

Without really trying in the latter stages, Roger Clark still managed to have a lead of over 3½ minutes at the finish and as it was Russell Brookes in the Works Ford that took second by a margin of over 5 minutes, a certain Mr Turner must have had a very wide smile on his face on Sunday morning. Bill Taylor's third overall keeps him well ahead in the Shell/Scotsman Rally Championship and





Adrian Boyd Beattie Crawford are seen on the last stage of the Texaco.

## TEXACO RALLY

# Boyd beats Porsches, BMWs and Curley By Esler Crawford

The score in the Boyd versus Curley battle was levelled when Boyd and Beattie Crawford took their Lombard and Ulster Rally team's Escort into first place in the Texaco and National British Rally 1½ m ahead of Curley and Austin Fraser in their Porsche Carrera. German cars filled the next three places and it was John L'Amie and David Grant who took their Porsche 911S into third place 8 m behind Curley. Current Ulster Rally champion David Agnew and Robert Harkness were a further 5 m down in their light weight bodied BMW and Reggie McSpadden who won the Rally 10 years ago in a Volkswagen and Norman Taylor were another 1½ m in arrears in their lightweight bodied Porsche Carrera RS. Rosemary Smith and Pauline Gullick gave Lombard and Ulster Team a grand slam by taking the ladies award and finishing in seventh place overall in their Escort RS1600.

Due to the continuing troubles in Northern Ireland the Texaco Rally was very similar to the 1972 event and was confined mainly to Counties Antrim and Derry. Most of the 22 stages which totalled over 200 miles were the old familiar but there were three new tarmac sections which had never been used before. Seventy per cent of the stage miles were tarmac roads and the other 30 per cent were over forestry sections.

The entry was very much a local one, there being only one cross channel entrant. Alan Mungall and Robin Cockrane from Scotland who had returned despite their excursion on Torr Head last year. The organisers, the Larne MC, headed by Esler Crawford, Clerk of the Course, were rather disappointed by the lack of cross channel entries particularly in view of the high prize money, the outright winner receiving £300. However, it is hardly surprising in view of the present political atmosphere but the RAC competitions section certainly did not help by having another championship round, the Jim Clark during the same weekend.

In recognition of his win last year and his Donegal success Cahal Curley was seeded No 1 ahead of Adrian Boyd. Both drivers were in exactly the same cars as in Donegal, Curley's Carrera being virtually standard and Boyd still using his 1600. David Wood prepared RS engine since Wood has not yet been able to rebuild his 2 litre engine due to lack of a crankshaft. Seeded No 3 was Billy Coleman also in an RS1600 Escort and he was due to be partnered by Peter Scott. However, the clutch on the Escort packed up on the way to the start and so Scott was left without a ride. Hoping for better luck were No 4 seeds Sean Campbell and Brendan McConville in yet another Escort. Campbell

finished second last year but since then he has had such bad luck that he is on the verge of retiring. There were a number of notable non-starters and Robert McBurney and Norman Smith had to scratch with their 22 litre VW developed an ominous rattle from their new close ratio Porsche gearbox on the way to the start. Mervyn Johnston hadn't time to reprepare the bod shell of his Cooper S after his Donegal accident and another still suffering from Donegal was Pat McCourt whose engine broke a ramshead.

After the tremendous Boyd v Curley in Donegal the enthusiasts were waiting with interest for the next instalment. The excitement was somewhat enhanced by rather spic reports in the Belfast Telegraph, an evening newspaper which sponsors Curley.

The first stage after the 8 pm start at Ballinderry was just 7 miles south and was a new 13 miler called Nat Hill. Boyd and Curley continued as they had in the Donegal and it was Boyd who got the verdict by just 2 s with a time of 13.23 s. It was obvious that this was going to be very much a two man battle with everyone else waiting for the prime contenders to retire since Desmond McCartney and Drexel Gillespie in an RS1600 were next best with 14 m. Reggie McSpadden raised a few eyebrows when he recorded a time of 14.05 s to beat Sean Campbell by 1 s. Ronnie McCartney crashed the ex-Curley lightweight BMW 2002 just 3 miles from the start and injured his knee quite badly when the ignition key. Later McCartney was heard to vow that he would never drive a lightweight car again since despite the fact that he went off comparatively slowly it was quite badly damaged. Boyd was not altogether happy with the handling of the Escort but on the next stage, a four miler at Moyrussa, he again beat Curley by 2 s with a time of 4.41. David Lindsay Duffy Cunningham took their RS 1600 into third spot with a time of 4.52 s. On the next stage at Kish Boyd set up the fastest time of 5.40 s, 4 s ahead of Curley. Again it was Lindsay who took third place just 2 s ahead of Desmond McCartney who was shortly to retire when a head gasket began to blow.

Then Curley began to get the bit between his teeth and on the fourth stage at Knockagh this time being used in the same direction as the old UAC hill climb course, he beat Boyd by 1 s with a time of 4.18 s. Sean Campbell was third best with 4.32 s. Boyd was still worried by the Escort's handling and at the next service point he discovered that the rear axle oil seal was leaking oil onto one of the back brakes. This was not the most conducive arrangement for driving fast on wet roads but the service crew headed by Bert Campbell hadn't time to repair the seal since the exhaust pipe had also broken and it required to be welded. Nicky Lindsay and David Sindford's rally came to an end on Knockagh when an oil pipe broke on their RS 1600 while one of the down hill hairpins near the finish claimed the Cooper S of John Fullerton and Brian Rowan.

On the fifth stage another new one at Craiganaboy near Larne Curley again took the honours being 3 s ahead of Boyd with a time of 3.08 s. Sean Campbell was beginning to speed up and he was just 4 s slower than Boyd. On Sallagh it was Boyd ahead by 1 s from Curley but on the next stage at Crochan Curley took 7 s off Boyd whose exhaust pipe had once more broken. However, on Glendun 1 Boyd pulled back 15 s on Curley with a time of 10.30 s. Campbell was again in third but another 15 s down John L'Amie and David Grant were putting up some very respectable times despite having been nudged abank and bending a rear hub carrier in the process. This caused the rear tyre to rub on the body work and L'Amie was rather horrified to see mechanic Ian Drysdale taking a pair of tin snippers to the rear wheel arch. However, he was calmly reassured that it was much better to do this and reweld it later on than have the tyre rub a hole in

## JIM CLARK continued

before ending a special mention should be made of Milnathort driver, John Baillie (a "Challenger" in the Scottish Championship) who, after just a handful of stage rallies, took 10th overall in the ex-Donald Heggie TC.

JOHNATHAN OSBORNE

|    |            |             |         |      |       |
|----|------------|-------------|---------|------|-------|
| 1  | Roger Carr | Ford Escort | RS1600  | 14 m | 34 s  |
| 2  | Rossie R   | Ford Escort | RS1600  | 14 m | 35 m  |
| 3  | S. J. B    | Ford Escort | RS1600  | 14 m | 36 m  |
| 4  | A. M. 56   | Volvo 740   | 2000 cc | 14 m | 37 m  |
| 5  | A. M. 3    | Volvo 740   | 2000 cc | 14 m | 38 m  |
| 6  | A. M. 7    | Volvo 740   | 2000 cc | 14 m | 39 m  |
| 7  | A. M. 1    | Volvo 740   | 2000 cc | 14 m | 40 m  |
| 8  | A. M. 2    | Volvo 740   | 2000 cc | 14 m | 41 m  |
| 9  | A. M. 4    | Volvo 740   | 2000 cc | 14 m | 42 m  |
| 10 | A. M. 5    | Volvo 740   | 2000 cc | 14 m | 43 m  |
| 11 | A. M. 6    | Volvo 740   | 2000 cc | 14 m | 44 m  |
| 12 | A. M. 8    | Volvo 740   | 2000 cc | 14 m | 45 m  |
| 13 | A. M. 9    | Volvo 740   | 2000 cc | 14 m | 46 m  |
| 14 | A. M. 10   | Volvo 740   | 2000 cc | 14 m | 47 m  |
| 15 | A. M. 11   | Volvo 740   | 2000 cc | 14 m | 48 m  |
| 16 | A. M. 12   | Volvo 740   | 2000 cc | 14 m | 49 m  |
| 17 | A. M. 13   | Volvo 740   | 2000 cc | 14 m | 50 m  |
| 18 | A. M. 14   | Volvo 740   | 2000 cc | 14 m | 51 m  |
| 19 | A. M. 15   | Volvo 740   | 2000 cc | 14 m | 52 m  |
| 20 | A. M. 16   | Volvo 740   | 2000 cc | 14 m | 53 m  |
| 21 | A. M. 17   | Volvo 740   | 2000 cc | 14 m | 54 m  |
| 22 | A. M. 18   | Volvo 740   | 2000 cc | 14 m | 55 m  |
| 23 | A. M. 19   | Volvo 740   | 2000 cc | 14 m | 56 m  |
| 24 | A. M. 20   | Volvo 740   | 2000 cc | 14 m | 57 m  |
| 25 | A. M. 21   | Volvo 740   | 2000 cc | 14 m | 58 m  |
| 26 | A. M. 22   | Volvo 740   | 2000 cc | 14 m | 59 m  |
| 27 | A. M. 23   | Volvo 740   | 2000 cc | 14 m | 60 m  |
| 28 | A. M. 24   | Volvo 740   | 2000 cc | 14 m | 61 m  |
| 29 | A. M. 25   | Volvo 740   | 2000 cc | 14 m | 62 m  |
| 30 | A. M. 26   | Volvo 740   | 2000 cc | 14 m | 63 m  |
| 31 | A. M. 27   | Volvo 740   | 2000 cc | 14 m | 64 m  |
| 32 | A. M. 28   | Volvo 740   | 2000 cc | 14 m | 65 m  |
| 33 | A. M. 29   | Volvo 740   | 2000 cc | 14 m | 66 m  |
| 34 | A. M. 30   | Volvo 740   | 2000 cc | 14 m | 67 m  |
| 35 | A. M. 31   | Volvo 740   | 2000 cc | 14 m | 68 m  |
| 36 | A. M. 32   | Volvo 740   | 2000 cc | 14 m | 69 m  |
| 37 | A. M. 33   | Volvo 740   | 2000 cc | 14 m | 70 m  |
| 38 | A. M. 34   | Volvo 740   | 2000 cc | 14 m | 71 m  |
| 39 | A. M. 35   | Volvo 740   | 2000 cc | 14 m | 72 m  |
| 40 | A. M. 36   | Volvo 740   | 2000 cc | 14 m | 73 m  |
| 41 | A. M. 37   | Volvo 740   | 2000 cc | 14 m | 74 m  |
| 42 | A. M. 38   | Volvo 740   | 2000 cc | 14 m | 75 m  |
| 43 | A. M. 39   | Volvo 740   | 2000 cc | 14 m | 76 m  |
| 44 | A. M. 40   | Volvo 740   | 2000 cc | 14 m | 77 m  |
| 45 | A. M. 41   | Volvo 740   | 2000 cc | 14 m | 78 m  |
| 46 | A. M. 42   | Volvo 740   | 2000 cc | 14 m | 79 m  |
| 47 | A. M. 43   | Volvo 740   | 2000 cc | 14 m | 80 m  |
| 48 | A. M. 44   | Volvo 740   | 2000 cc | 14 m | 81 m  |
| 49 | A. M. 45   | Volvo 740   | 2000 cc | 14 m | 82 m  |
| 50 | A. M. 46   | Volvo 740   | 2000 cc | 14 m | 83 m  |
| 51 | A. M. 47   | Volvo 740   | 2000 cc | 14 m | 84 m  |
| 52 | A. M. 48   | Volvo 740   | 2000 cc | 14 m | 85 m  |
| 53 | A. M. 49   | Volvo 740   | 2000 cc | 14 m | 86 m  |
| 54 | A. M. 50   | Volvo 740   | 2000 cc | 14 m | 87 m  |
| 55 | A. M. 51   | Volvo 740   | 2000 cc | 14 m | 88 m  |
| 56 | A. M. 52   | Volvo 740   | 2000 cc | 14 m | 89 m  |
| 57 | A. M. 53   | Volvo 740   | 2000 cc | 14 m | 90 m  |
| 58 | A. M. 54   | Volvo 740   | 2000 cc | 14 m | 91 m  |
| 59 | A. M. 55   | Volvo 740   | 2000 cc | 14 m | 92 m  |
| 60 | A. M. 56   | Volvo 740   | 2000 cc | 14 m | 93 m  |
| 61 | A. M. 57   | Volvo 740   | 2000 cc | 14 m | 94 m  |
| 62 | A. M. 58   | Volvo 740   | 2000 cc | 14 m | 95 m  |
| 63 | A. M. 59   | Volvo 740   | 2000 cc | 14 m | 96 m  |
| 64 | A. M. 60   | Volvo 740   | 2000 cc | 14 m | 97 m  |
| 65 | A. M. 61   | Volvo 740   | 2000 cc | 14 m | 98 m  |
| 66 | A. M. 62   | Volvo 740   | 2000 cc | 14 m | 99 m  |
| 67 | A. M. 63   | Volvo 740   | 2000 cc | 14 m | 100 m |



the body work Curley replied by taking 5 s off Boyd on the next stage, the treacherous Orra Lodge with a time of 7.39 s. Boyd was now finding the braking so awkward that he wore a flat spot on one of his rear racing tyres. However, at the next service point there was enough time for Bert Campbell to fit a home made cardboard gasket which cured the problem. Boyd celebrated by setting up fastest time on a lengthened version of Torr Head with a time of 10.31 which was 13 s ahead of Curley. He was even quicker on the next stage, Glendun 2 and took no less than 20 s off Curley with a time of 10.02 s. Part of this was probably attributable to the fantastic light from the 100 watt iodine bulbs which had been scavenged from Robert McBurney's VW.

However Curley was not to be beaten easily and on the next stage at Managher he took 9 s off Boyd with a time of 5.17. Campbell and L Amie were 3rd best with a time of 5.34 s. By this stage Derek McMahon had retired his Auto Extra BMW 2002 with a run big end bearing.

Managher was the last of the all tarmac stages and the rally moved into a new phase with the start of the forestry sections. The first of these was the well known Springwell stage and Boyd showed that his new style of forestry driving discovered on the Scottish was no flash in the pan by taking 9 s off Curley with a time of 7.31. Boyd was again in exhaust trouble, this time the damage was irreparable as a piece had broken off from the bottom of the manifold. Curley was not finding the handling of the Ferrari to his liking in the forest and this was even more obvious on the next stage, Carn forest, where Boyd was no less than 25 s ahead with a time of 11.46. Carn saw the end to David Lindsay's rally and he was seen stopped at the side of the road with mechanical trouble. The next stage was in Banagher and the Larne Club had utilised it to its

full extent, it being over 10 miles long. Boyd continued to dominate and his time of 12.04 was 16 s ahead of Curley with L Amie a further 24 s down. Sean Campbell could only manage 12.57 s but he had once more run into mechanical trouble and was suffering from a broken rear spring. It was again Boyd by 19 s from Curley on the treacherous Mickey Mouse Moydamlagh stage. Breakfast was next on the agenda and the halt was at Aghadowey where the food didn't appear to have changed much since the previous year.

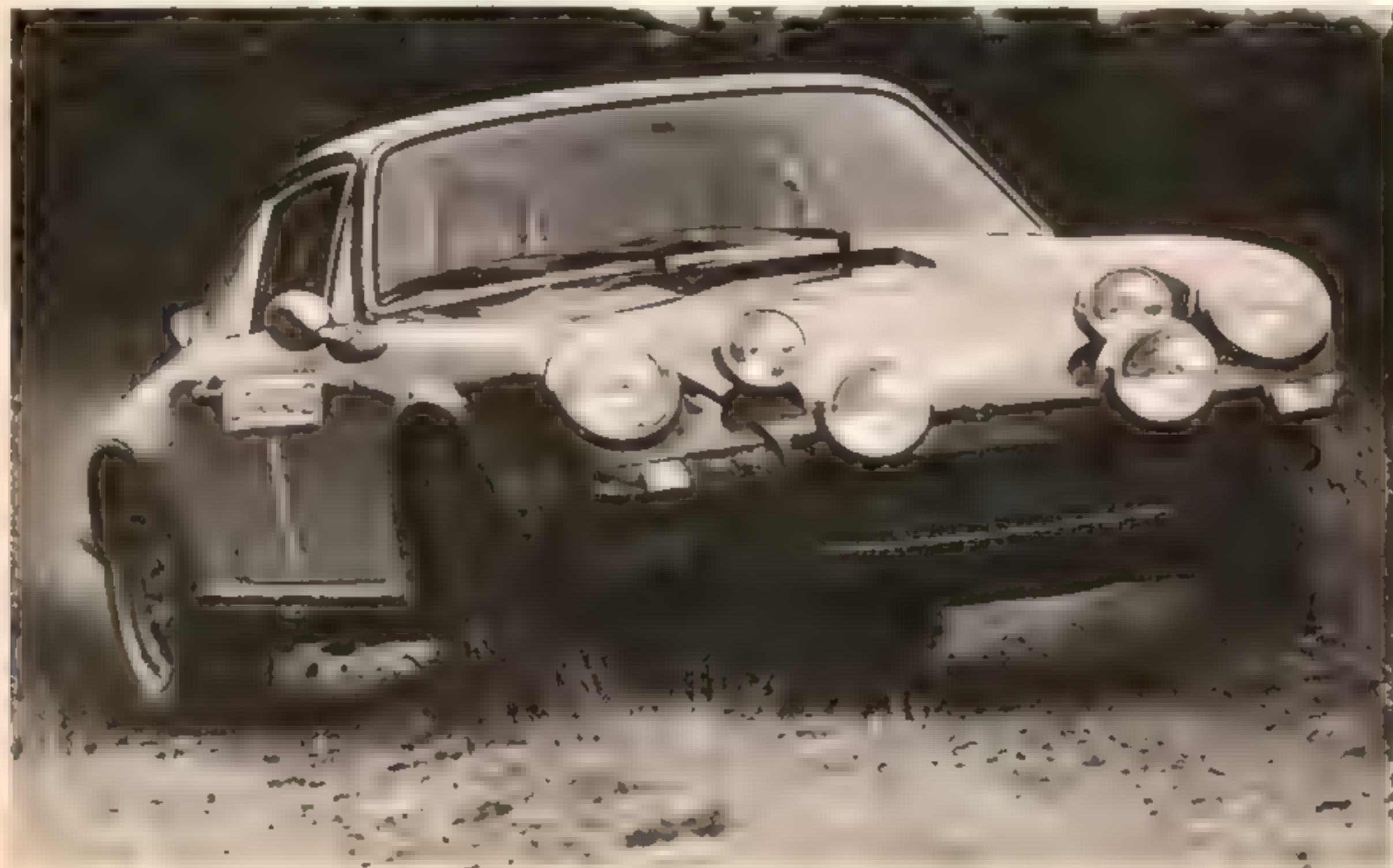
With only 8 stages remaining it looked as if Boyd was all set for an easy victory but just when he was about to start the next stage at Ballycastle which is half tar and half loose he felt the triple plate clutch begin to slip and he knew from previous experience on the RAC Rally that he would be very lucky to struggle to the finish. However on the stage itself the clutch began to grip once again presumably due to expansion from heat and he was able to gain another 11 s on Curley with a time of 8.05. He had a tyre advantage here since he was using Dunlop D1's while Curley had to be content with SP 44's. Rosemary Smith reached the leader board for the first time with a fine time of 8.42. Once more poor Sean Campbell's rally came to a premature end this time with a broken drive shaft. Curley got the better of Boyd for the first time on a forestry section and was 8 s ahead of Boyd on the 8 miles of Ballypatrick forest. Boyd had a slight moment and almost spun after overshooting at a poorly arrowed junction. Boyd's clutch seemed to be sticking the pace and on the 10 miles of Slievenorra which was composed of 7 miles tar using part of the Glendun stage and 3 miles of loose he was 20 s ahead of Curley with a time of 10.39. Again Boyd was using D1's whereas Curley was on 44's. The remaining 3 stages were all short and the first one

at Parkmore was 1 mile. However, half way through the stage Boyd's clutch began to slip very seriously and he was able to crawl off the stage having set up a time just 2 s slower than Curley. He crawled to the penultimate stage the 3 miler at Cupanagh where Curley was 11 s ahead. The Lombard and Lister camp were really worried at this stage and by now the Escort's clutch was making a hideous noise and first gear couldn't be engaged while at rest. Fortunately the last stage at Ballyboley is quite a flat forest and there was a large crowd at the start to give Boyd a push start with the car in gear. Much relieved he was able to get to the finish of the stage dropping only 11 s to Curley who by this time had eased since he knew there was no chance in catching Boyd and he didn't want to damage the expensive Porsche on the rough roads. It was only a few miles to the finish in Larne where a very much relieved Boyd was heard to joke that the car should be put down with a welding torch.

So ended another classic of Boyd Curley duel one which will be continued in the Manx where the pace should be even faster because Boyd hopes to have a 2 litre engine installed and Curley hopes to have a close ratio gearbox. The Texaco was a fine extremely well organised no nonsense event spoiled only by the lack of cross channel entrants something which the RAC may be able to remedy by ensuring that there is at least a fortnight between each championship round.

|    |                 |         |       |       |
|----|-----------------|---------|-------|-------|
| 1  | Boyd            | Porsche | 160 m | 53 s  |
| 2  | Curley          | Porsche | 82 m  | 39 s  |
| 3  | L Amie          | Porsche | 71 m  | 34 s  |
| 4  | David Lindsay   | BMW     | 70 m  | 35 s  |
| 5  | Robert McBurney | Porsche | 177 m | 177 m |
| 6  | Sean Campbell   | Porsche | 164 m | 37 s  |
| 7  | David Lindsay   | Porsche | 164 m | 37 s  |
| 8  | David Lindsay   | Porsche | 164 m | 37 s  |
| 9  | David Lindsay   | Porsche | 164 m | 37 s  |
| 10 | David Lindsay   | Porsche | 164 m | 37 s  |
| 11 | David Lindsay   | Porsche | 164 m | 37 s  |
| 12 | David Lindsay   | Porsche | 164 m | 37 s  |
| 13 | David Lindsay   | Porsche | 164 m | 37 s  |
| 14 | David Lindsay   | Porsche | 164 m | 37 s  |
| 15 | David Lindsay   | Porsche | 164 m | 37 s  |
| 16 | David Lindsay   | Porsche | 164 m | 37 s  |
| 17 | David Lindsay   | Porsche | 164 m | 37 s  |
| 18 | David Lindsay   | Porsche | 164 m | 37 s  |
| 19 | David Lindsay   | Porsche | 164 m | 37 s  |
| 20 | David Lindsay   | Porsche | 164 m | 37 s  |

Three Porsches finished in the first five, Cahal Curley/Austin Fraser headed the trio in second place





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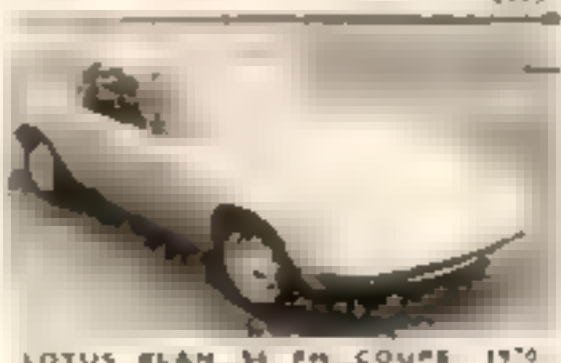
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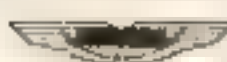
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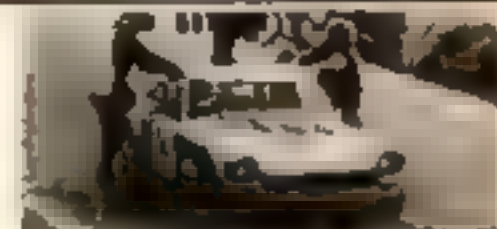
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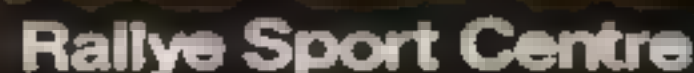
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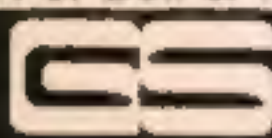
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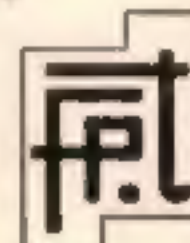
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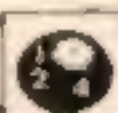
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